

FLAGSTONE CITY TOWN CENTRE STAGE 1 CHANGE APPLICATION



Traffic Impact Assessment

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1. INTRODUCTION

1.1 Background

This Traffic Impact Assessment (TIA) report was prepared on behalf of PEET Limited for the proposed change to the approved Stage 1 Flagstone City Town Centre development. The location of the subject site is illustrated in Figure 1.1.



Source: Nearmap (edited by Bitzios)

Figure 1.1: Site Location

1.2 Existing Approval

An existing approval is in place for development of a Retail (Town Centre Core) Allotment at the subject site location, described as Stage 1 of the Flagstone City Stage 1. The approved ROL plan and plan of development (POD) endorsed the 4th of October 2024 (DEV2022/1313), are illustrated in Figure 1.2 and Figure 1.3 respectively.

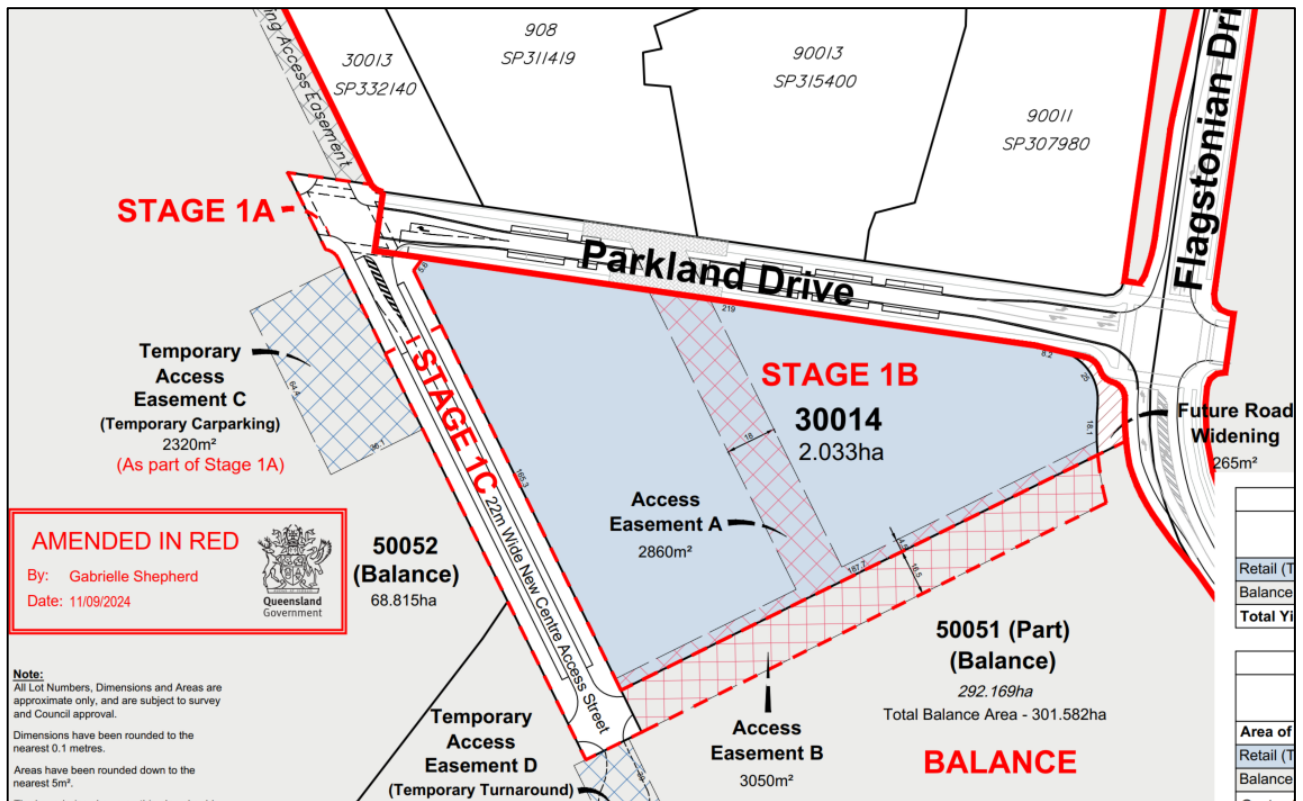


Figure 1.2: Approved ROL Development Plan

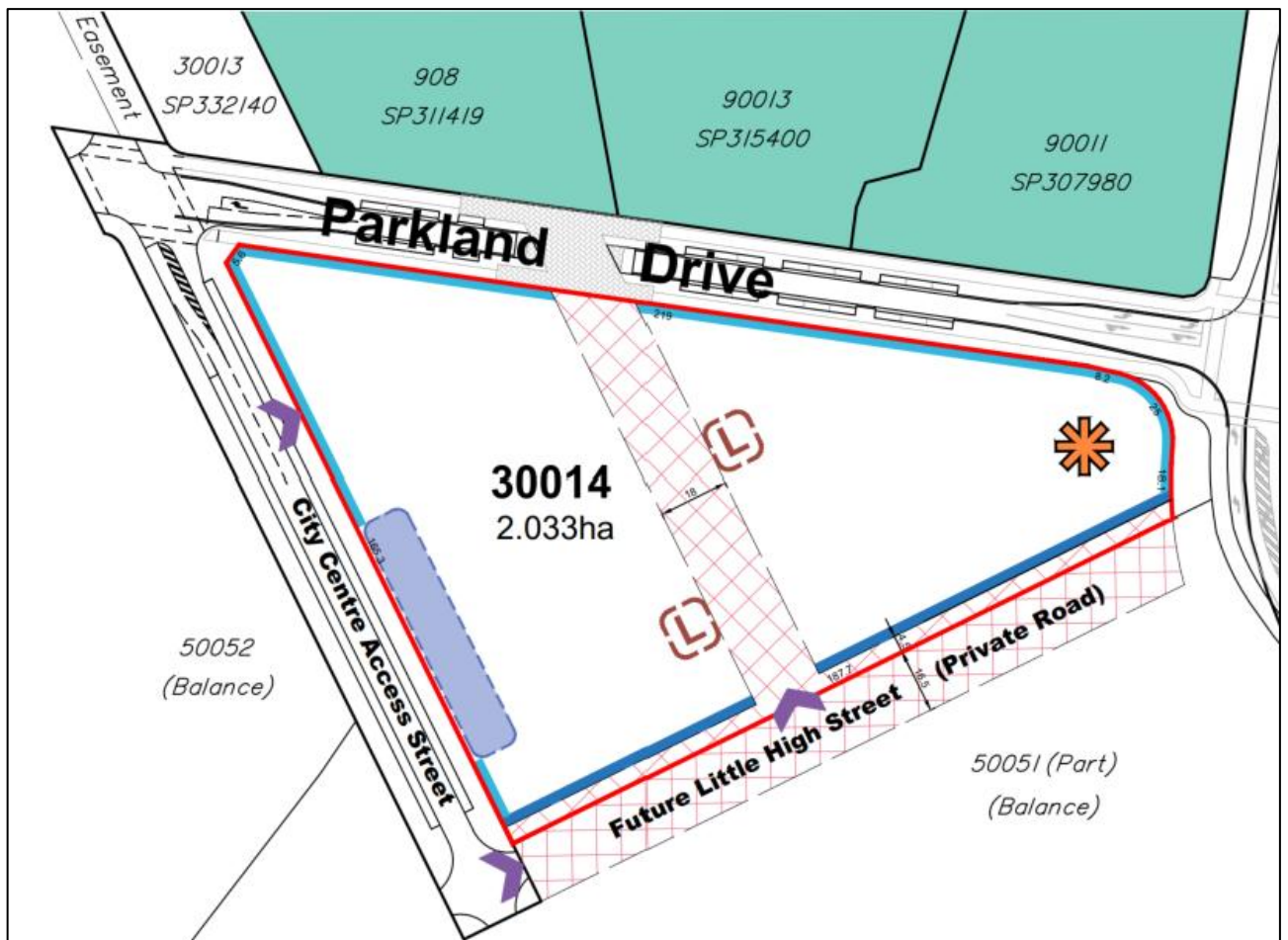


Figure 1.3: Approved Town Centre Stage 1 POD

The current Town Centre Stage 1 approval comprises of:

- A 2.033ha retail (town centre core) allotment (Stage 1B) inclusive of Access Easement A. This allotment is anticipated for future development of a leagues club on the western side of Access Easement A and a mixed-use 'eat-street' precinct on the eastern side of Access Easement A
- A public centre access road on the western side of the allotment (Stage 1A & 1C)
- Access Easements B, C & D facilitating private road access, car parking and vehicle turnaround areas.

A TIA was previously prepared by Bitzios Consulting and subsequently approved by EDQ as a part of the current approval (*P2300.004R Flagstone City Town Centre Stage 1 TIA*). Results from this approved TIA will be used to support this report for the proposed change application where relevant.

1.3 Proposed Change

A change application is proposed to separate the approved Stage 1 Town Centre retail allotment into two lots, divided by Access Easement A. This facilitates independent delivery of proposed uses on each side of the easement. The intent of this is to allow construction of the mixed-use 'eat street' precinct in the near future on the eastern side of Access Easement A, separate from the future leagues club. Revised ROL plans and a new POD are provided at **Appendix A**.

As detailed on the POD, and consistent with the endorsed plans, Stage 1 permitted land uses shall be as per approved Major Centre Core uses in accordance with approval DEV20112/209, plus indoor sport and recreation use where:

- Gymnasium only; and
- Less than 1,000m² GFA.

1.4 Scope of Work

The scope of the assessment included:

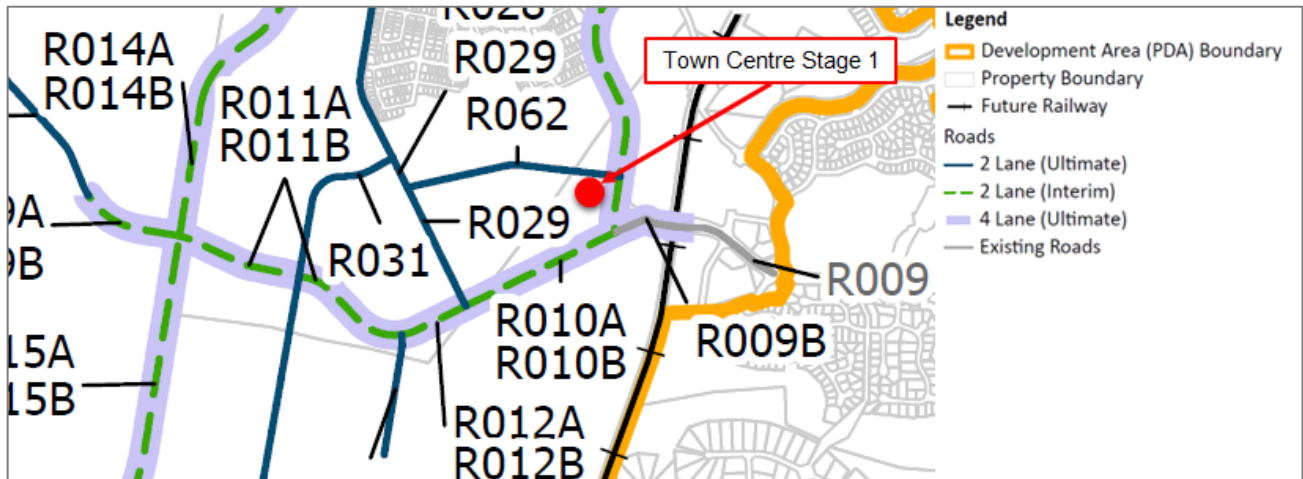
- Review of the existing and proposed road networks surrounding the subject site with consideration to future transport planning in the area
- Review of existing and future alternate transport provisions in the vicinity of the subject site and assessment of the development's connectivity to the services
- Review of strategic and microsimulation modelling completed to date within the Flagstone City boundaries to identify forecast future traffic movements in the vicinity of the subject site
- Detailed assessment of the development's traffic impact on the interim and ultimate surrounding road networks
- Review of the interim and ultimate design requirements for the key intersections in accordance with the relevant Council and Austroads requirements
- Review of car and bicycle parking requirements against the City of Logan (Council) Planning Scheme
- Assessment of the geometric layout of internal roads and car parking layouts against the relevant requirements of AS2890 and Council's Planning Scheme
- Review of interim and ultimate access arrangements for general traffic and design service vehicles.

2. PLANNING CONTEXT

2.1 Development Charges and Offset Plan

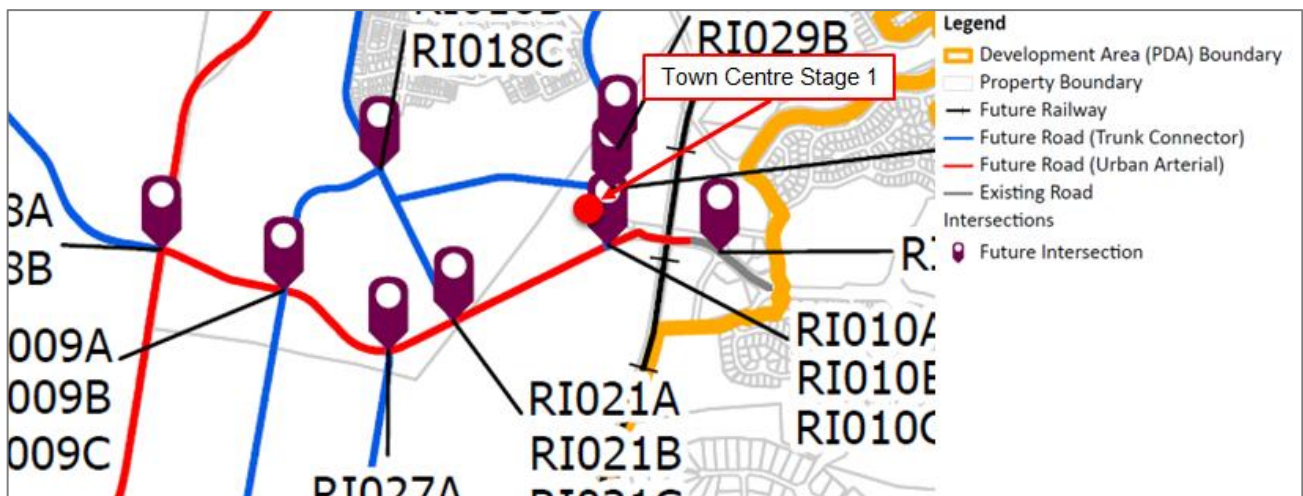
Surrounding planned trunk road network infrastructure has been identified in the Economic Development Queensland's (EDQ) *Development Charges and Offset Plan* (DCOP) which outlines the trunk infrastructure required to service the PDA, including the relevant charges and their calculations.

Figure 2.1 and Figure 2.2 show the site's indicative location in the context of the DCOP mapping.



Source: EDQ DCOP Map: Transport (Roads) Trunk Infrastructure (edited by Bitzios)

Figure 2.1: Stage 1 Indicative Location: DCOP Transport (Roads) Trunk Infrastructure



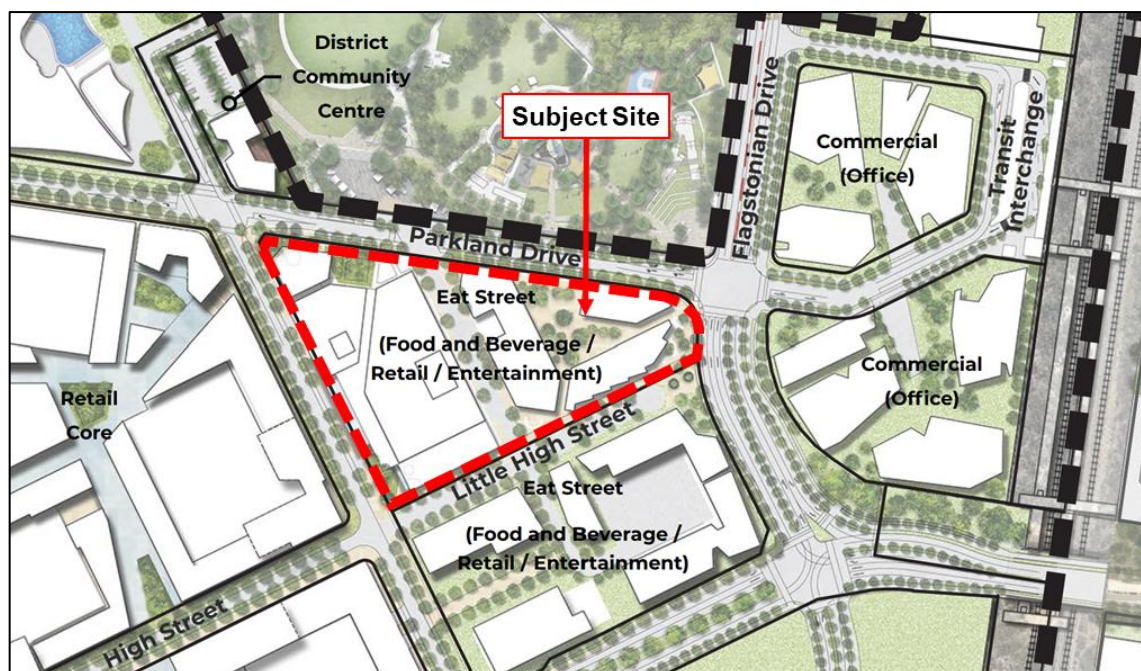
Source: EDQ DCOP Map: Transport (Intersections) Trunk Infrastructure (edited by Bitzios)

Figure 2.2: Stage 1 Indicative Location: DCOP Transport (Intersection) Trunk Infrastructure

As shown, the proposed Stage 1 development is bounded by a Trunk Connector in the east (Flagstonian Drive) and a Centre Connector on the north (Parkland Drive), with a signalised intersection adjacent to the north-east corner of the site.

2.2 Town Centre Masterplan

Flagstone City Town Centre Masterplan (DEV2022/1312) endorsed by EDQ illustrates the proposed development outcomes of the precinct and defines transport network requirements in the vicinity of the subject site. The location of the Stage 1 subject site, with respect to the endorsed masterplan is illustrated in Figure 2.3.



Source: Flagstone City Centre Masterplan Report: Section A – Prepared by RPS

Figure 2.3: Subject Site within Town Centre Masterplan

The planned, ultimate road network in the vicinity of the subject site is illustrated in Figure 2.4.

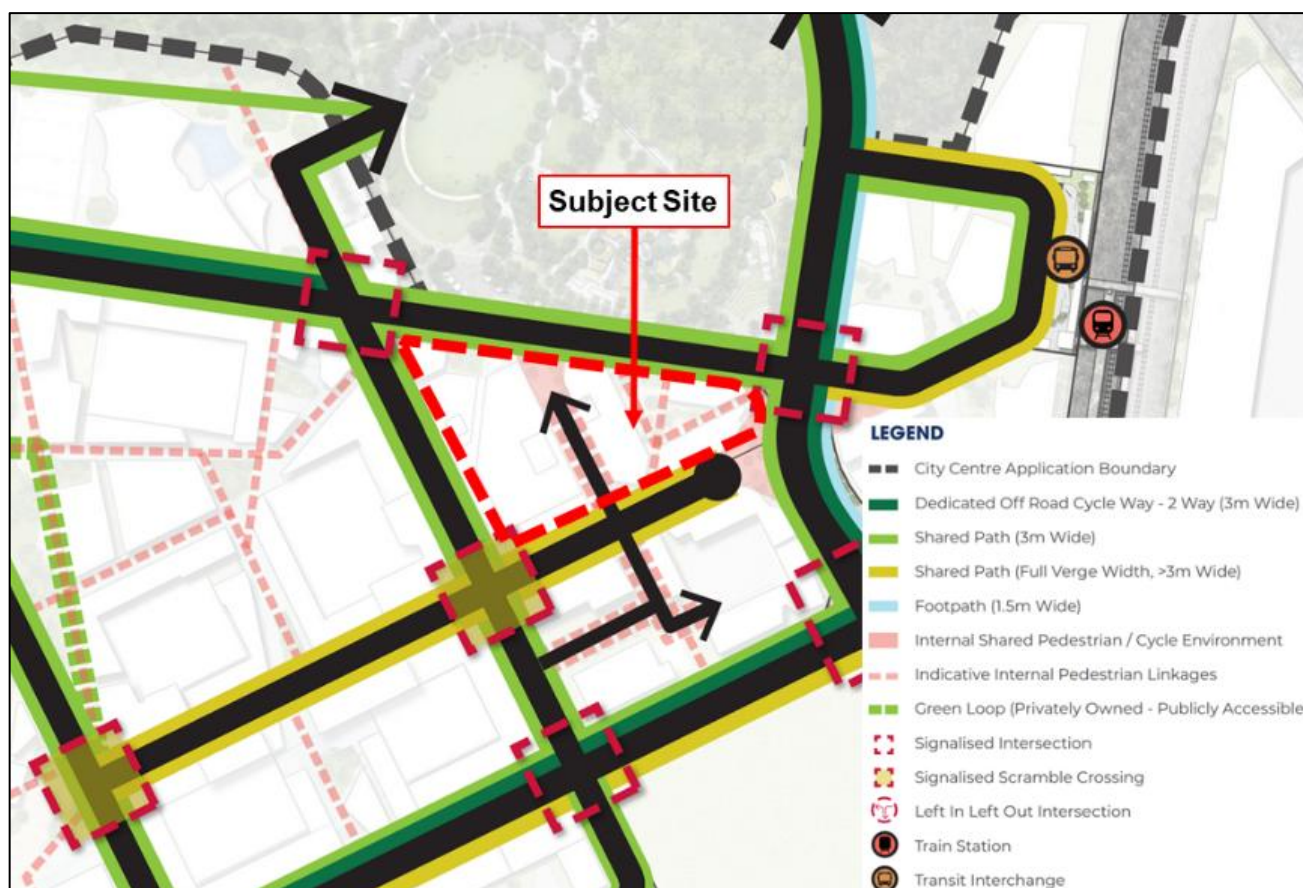


Source: Flagstone City Centre Masterplan Report: Section A – Prepared by RPS

Figure 2.4: Flagstone Town Centre Stage 1 Surrounding Road Network

Specifics of road cross-sections to be delivered are detailed in the endorsed Flagstone City Movement Network IMP (*P2300.005R Flagstone City_Movement Network IMP*)

Also specified in the endorsed Town Centre Masterplan is the planned active transport network in the vicinity of the subject site, as illustrated in Figure 2.5.

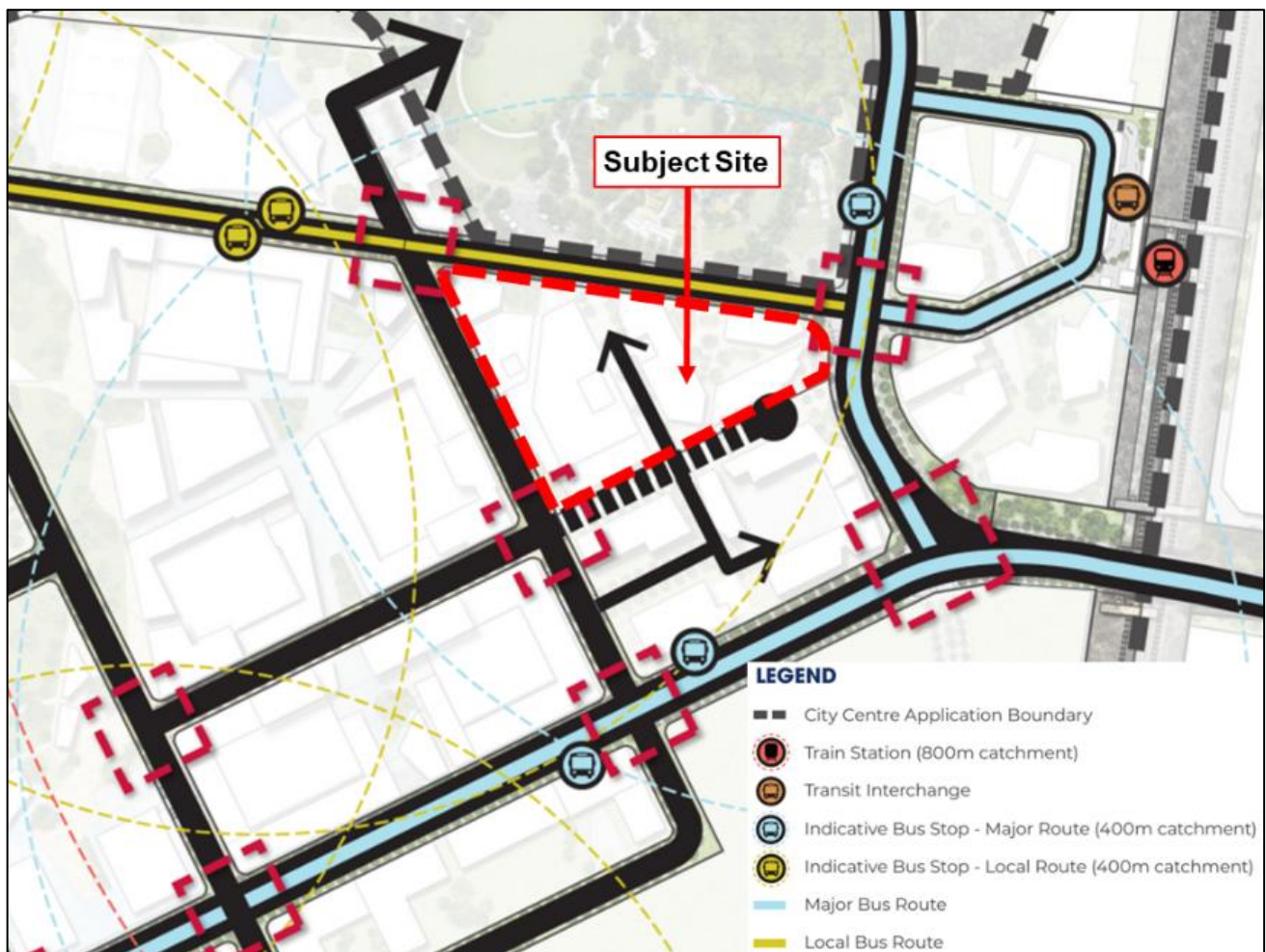


Source: Flagstone City Centre Masterplan Report: Section A – Prepared by RPS

Figure 2.5: Flagstone Town Centre Surrounding Active Transport Network

As shown, the site will ultimately be serviced by a highly connected, accessible and high-quality active transport network through a combination separated cycle facilities, shared paths, footpaths and internal linkages and connections through activated areas and green space.

As per the endorsed Town Centre Masterplan, the public transport network / services in the vicinity of the subject site are illustrated in Figure 2.6.



Source: Flagstone City Centre Masterplan Report: Section A – Prepared by RPS

Figure 2.6: Flagstone Town Centre Surrounding Public Transport Services

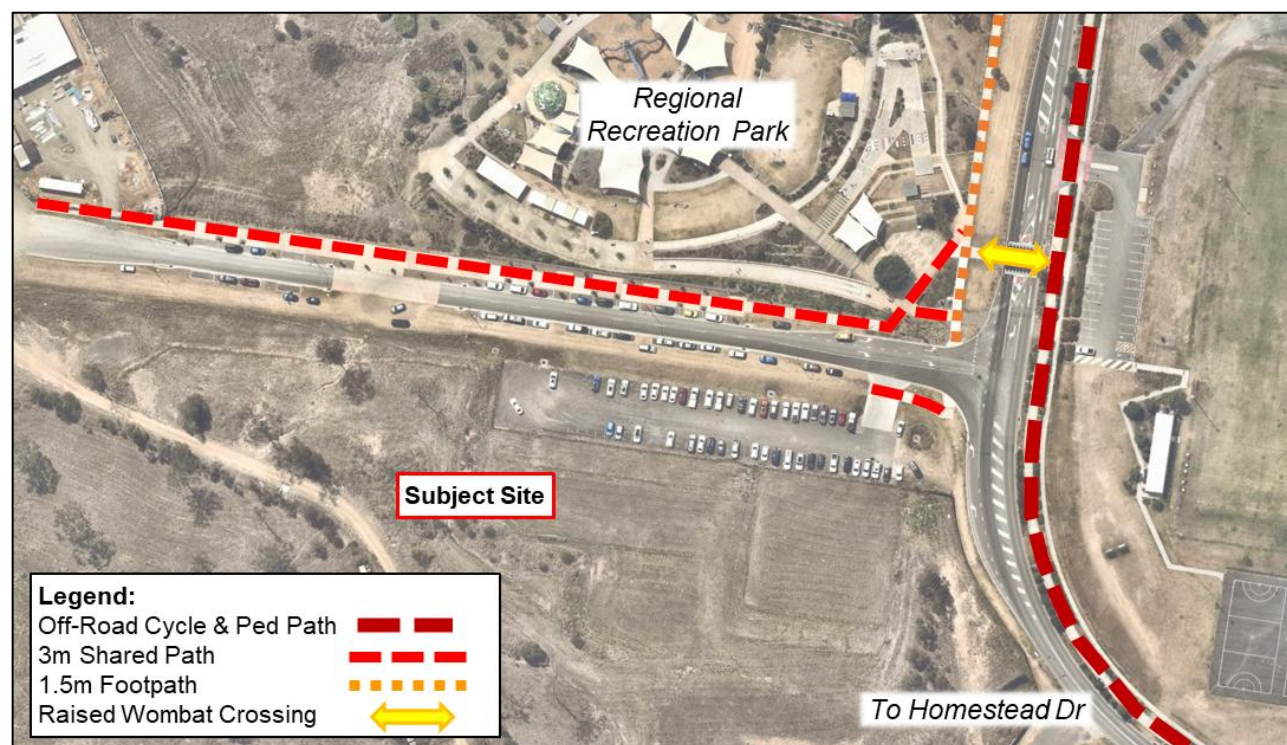
As shown, the future Flagstone Central train station and bus stop interchange will be located approximately 200m walking distance east of the subject site. A number of additional bus stops servicing both major and local routes are also planned to surround the subject site. As such, the site will ultimately be very well serviced by public transport facilities consistent with the intended Town Centre nature of the development.

It is however noted that public transport facilities are not located within the subject site or on any of the frontages of the subject site. As, such, while the site will ultimately benefit from a well-connected public transport network, the proposed development does not trigger delivery of any new public transport services.

2.3 Existing Conditions

2.3.1 Active Transport

Existing active transport facilities on Flagstonian Drive are illustrated in Figure 2.7.



Source: Nearmap (edited by Bitzios)

Figure 2.7: Existing Active Transport Connections

As shown, the subject site is well connected to the existing residential catchment to the north and the commercial uses currently present on Homestead Drive. A raised wombat crossing is present on Flagstonian Drive providing connectivity to the Flagstone Sports Precinct on the eastern side of the road. In summary, existing active transport facilities provide suitable active transport connectivity to surrounding uses.

2.3.2 Public Transport

Bus stop pairs are currently located on Homestead Drive and Flagstonian Drive approximately 400m from the entrance point (north-east corner) to the subject site. These stops are currently serviced by Route 535 connecting Flagstone to Browns Plains via South Maclean, North Maclean and Greenbank.

The location of the existing bus stops with respect to the subject site are illustrated in Figure 2.8.



Source: Nearmap (edited by Bitzios)

Figure 2.8: Existing Public Transport Services

Noting the relatively minimal development of the area and the nature of the subject site, the existing bus services are considered to adequately service the subject site for the years immediately following development of the subject site.

3. ROAD NETWORK

3.1 Proposed Road Network

Characteristics of roads within Stage 1 and fronting Stage 1 are outlined in Table 3.1.

Table 3.1: Relevant Road Type Characteristics

Road Hierarchy	Reserve	Pavement	Lanes	Median	Parking	Bus	Footpath	Cycle	Trunk
Flagstonian Drive Trunk Connector (4-Lane)	32m	14m	4	Yes	No	Yes	1.5m (one side) + 3m shared path (one side)	3m two-way (one side)	Yes
HATUA (Parkland Drive)	21m	6.6m	2	No	Yes	Yes	3m shared path (both sides)		Yes
Centre Access (2 Lane)	22m	12m	2	No	Yes	Yes	3m shared path (both sides)		No
Little High Street	21m	6.6m	2	No	Yes	No	Shared path (both sides)		No
North / South Private Road	18m	6.6m	2	No	Yes	No	Shared path (one side) + footpath (other side)		No

Public road cross-sections proposed are consistent with cross-sections detailed in the endorsed Town Centre Masterplan and Flagstone City Movement Network IMP.

An addition to the IMP requirements for public roads, proposed private roads shall meet the following requirements:

- Private roads widths and on-street parking spaces on private roads shall comply with the relevant requirements of AS2890
- Private roads shall cater for priority car parking, general vehicle movements and service vehicle access, as required for the proposed uses within Lot 30014 and Lot 30015 proposed
- A shared path shall be provided on both sides of Little High Street providing consistent, high-quality east-west active transport connectivity through Stage 1 of the Town Centre, continuing to the future High Street within the ultimate Town Centre masterplan
- A shared path shall be provided on the north / south private road between Lot 30014 and Lot 30015 providing active transport connectivity between Little High Street and Parklands Drive.
- Active transport connections shall generally be separated from vehicle movements, with any potential crossing / conflict locations managed appropriately.

3.2 Proposed Alternate Transport

Figure 3.1 shows the key active transport components delivered in Stage 1.

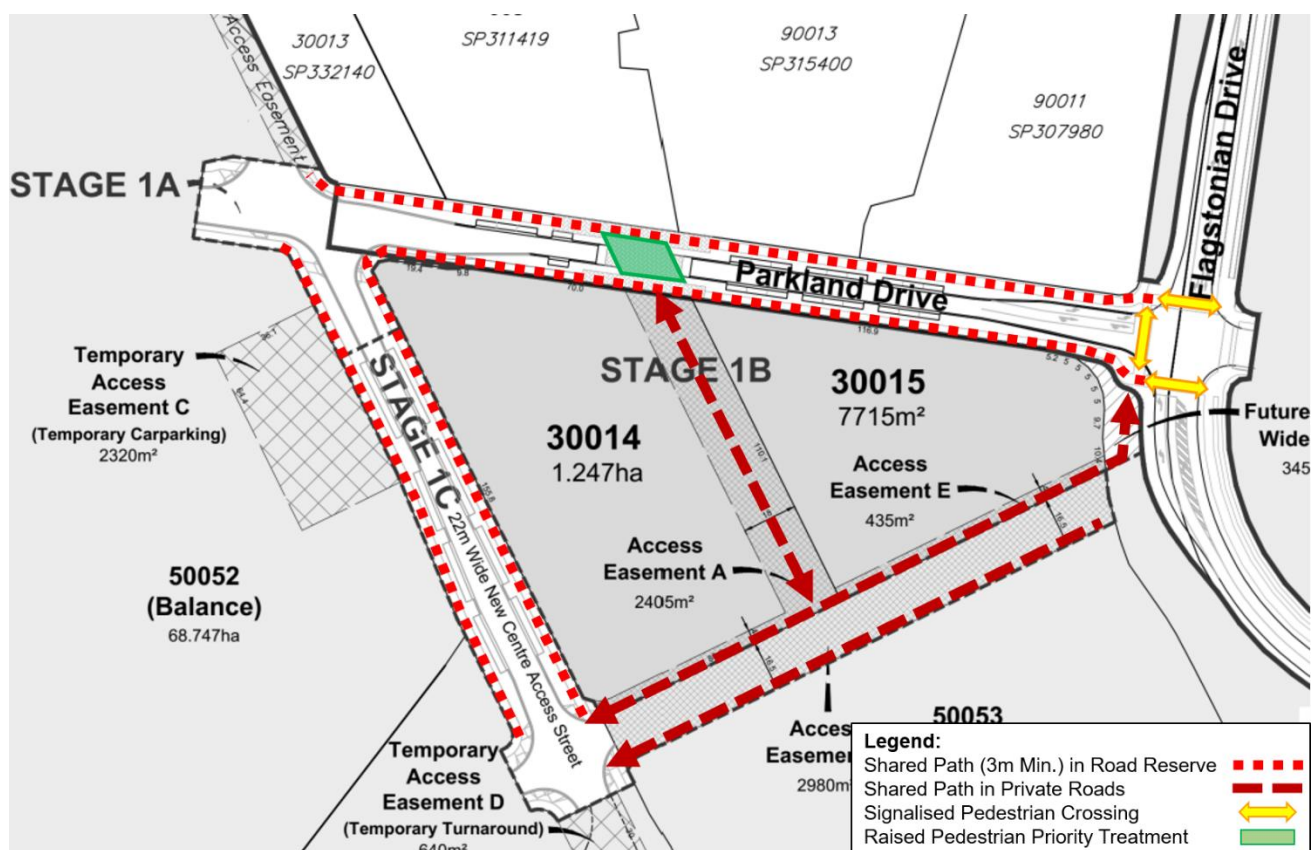


Figure 3.1: Stage 1 Active Transport Network

As shown above, the proposed development will be well serviced by active transport connections throughout the Town Centre through Stage 1 and beyond, connecting the subject site to surrounding land uses and public transport services.

A raised treatment is provided mid-block on the HATUA road promoting safe pedestrian crossing between the regional recreation park and Stage 1 of the Town Centre (via access Easement A). Prior to the commencement of Stage 1 uses, the Flagstonian Drive / Parkland Drive (HATUA) intersection is proposed to be signalised, providing safe crossing locations for pedestrian travelling to / from the subject site.

4. CAR PARKING ASSESSMENT

4.1 Parking Requirements

The proposed development falls within the core area of the Flagstone City Town Centre. Ultimately, this Town Centre core is expected to be similar in nature to a principal / major centre as defined in the Logan Planning Scheme. Centre zone characteristics of the Flagstone City Town Centre include:

- A mix of key trip attractors (e.g. major shopping / dining / recreation) supported with a blend of complimentary uses that encourages multi-purpose trip types to / from the Town Centre
- Close proximity to major public transport services with the future train / bus interchange as detailed above encouraging alternate travel modes to the Town Centre
- Close proximity to surrounding residential with high quality active transport connections promoting local residents to walk / cycle to the precinct.

Based on the above, the centre zone car parking rates defined in Column 3 of Table 9.4.7.3.2 of Logan's Planning Scheme are considered applicable to the proposed development. Car and bicycle parking requirements for expected Stage 1 land uses, in accordance with the Logan Planning Scheme, are therefore outlined in Table 4.1.

Table 4.1: Centre Parking Requirements

Permitted Land Use	Car Parking Rate	Bicycle Parking Rate
Shop	1 space per 100m ² GFA	1 space per 300m ² GFA
Food & Drink Outlet	1 space per 100m ² GFA	1 space per 30m ² GFA
Indoor Sport & Recreation	1 space per 15m ² GFA	3 spaces plus 1 space per 50m ² GFA for visitors
Healthcare Services	1 space per 10m ² GFA plus 1 ambulance space	1 space per 400m ² GFA for employees plus 1 space per 200m ² GFA for visitors
Childcare Centre	1 space per FTE employee on the premises plus 1 space per 10 approved places for children	-

Land uses outlined above are anticipated for development within Stage 1 however additional permanent uses are permissible based on the table of approved uses for the Major Centre Core zone. Exact car parking requirements and details of proposed car parking arrangements shall be detailed in further applications over the site for specific tenancies to be identified at a later date. However, car parking for all potential uses in Stage 1 of the Town Centre shall be provided in accordance with Column 3 of Table 9.4.7.3.2 of Logan's Planning Scheme, or as per Column 2 of this table where no applicable centre zone parking rate is provided. Bicycle parking for all land uses shall also be provided in accordance with Table 9.4.7.3.2 of Logan's Planning Scheme.

An existing temporary car park is also present on the subject site providing car parking for the existing portion of the Flagstone Regional Recreation Park (RRP). This parking is required to be retained following the delivery of Stage 1 of the Town Centre until sufficient car parking is available within the RRP site. The existing temporary RRP car park provides 72 car parking spaces, including 2 PWD spaces. With delivery of the subject site and subsequent removal of this temporary car park, this parking supply shall be reinstated / retained to ensure parking supply for the RRP is not impacted.

4.2 Car Parking Provisions

Parking for the tenancies within Stage 1 shall be provided in accordance with the POD, either underground or sleeved by built form excluding parking within Access Easements which will resemble roads with on-street parking. Total underground and on-street parking within the subject site shall meet or exceed minimum car parking requirements specified by rates outlined in Table 4.1.

Subject to the scale of uses ultimately proposed within the eastern 'Eat Street' precinct, temporary car parking may also be provided on the southern side of Easement B to service the precinct.

As noted above, a temporary car park shall be provided within Access Easement C on the western side of the subject site providing sufficient car parking supply for the RRP – replacing the existing temporary car park which is displaced due to Stage 1. The proposed temporary car parking area shall provide sufficient space for the existing 72 car parking spaces, including 2 PWD spaces.

4.3 Geometric Compliance Review

The internal layout of car parking and servicing areas within the subject site shall comply with the relevant requirements of AS2890.1 and AS2890.2, including the temporary car park within Access Easement C. Key dimensional considerations are outlined in Table 4.2.

Table 4.2: Parking Geometric Assessment

Design Element	Minimum Requirements
Employee Car Parking Bays (User Class 1)	2.4m x 5.4m + 6.2m aisle
Residential Car Parking Bays (User Class 1A)	2.4m x 5.4m + 5.8m aisle
Residential Visitor Car Parking Bays (User Class 2)	2.5m x 5.4m + 5.8m aisle
Visitor Car Parking Bays (User Class 3)	2.6m x 5.4m + 5.8m aisle
PWD Car Parking Bays (User Class 4)	2.4m x 5.4m (with adjacent shared area of the same) + 5.8m aisle
Parallel Parking Bays (Private Car Park)	Obstructed End Space = 2.1m x 6.6m Unobstructed End Space = 2.1m x 5.4m Intermediate Space = 2.1m x 6.3m
Parallel Parking Bays (On-Street)	Obstructed End Space = 2.5m x 6.3m Unobstructed End Space = 2.5m x 5.4m Intermediate Space = 2.5m x 6.0-6.7m
Parking Aisle Width (Two-way)	As per relevant User Class / Type + 0.3m clearance where bounded by high wall
Blind Aisle Extension	1.0m
Clearance to Vertical Obstructions	0.3m
Height Clearance (Car Parking)	Minimum 2.3m

Note, while the minimum requirements as per AS2890 are defined above, parallel parking spaces provided on public roads shall be provided in accordance with approved cross-sections within the Town Centre, achieving a minimum of 2.5m wide parallel parking spaces in accordance with the Town Centre Masterplan and Movement Network IMP.

5. ACCESS & SERVICING

5.1 Access

Indicative access and loading locations on the proposed POD are illustrated in Figure 5.1.

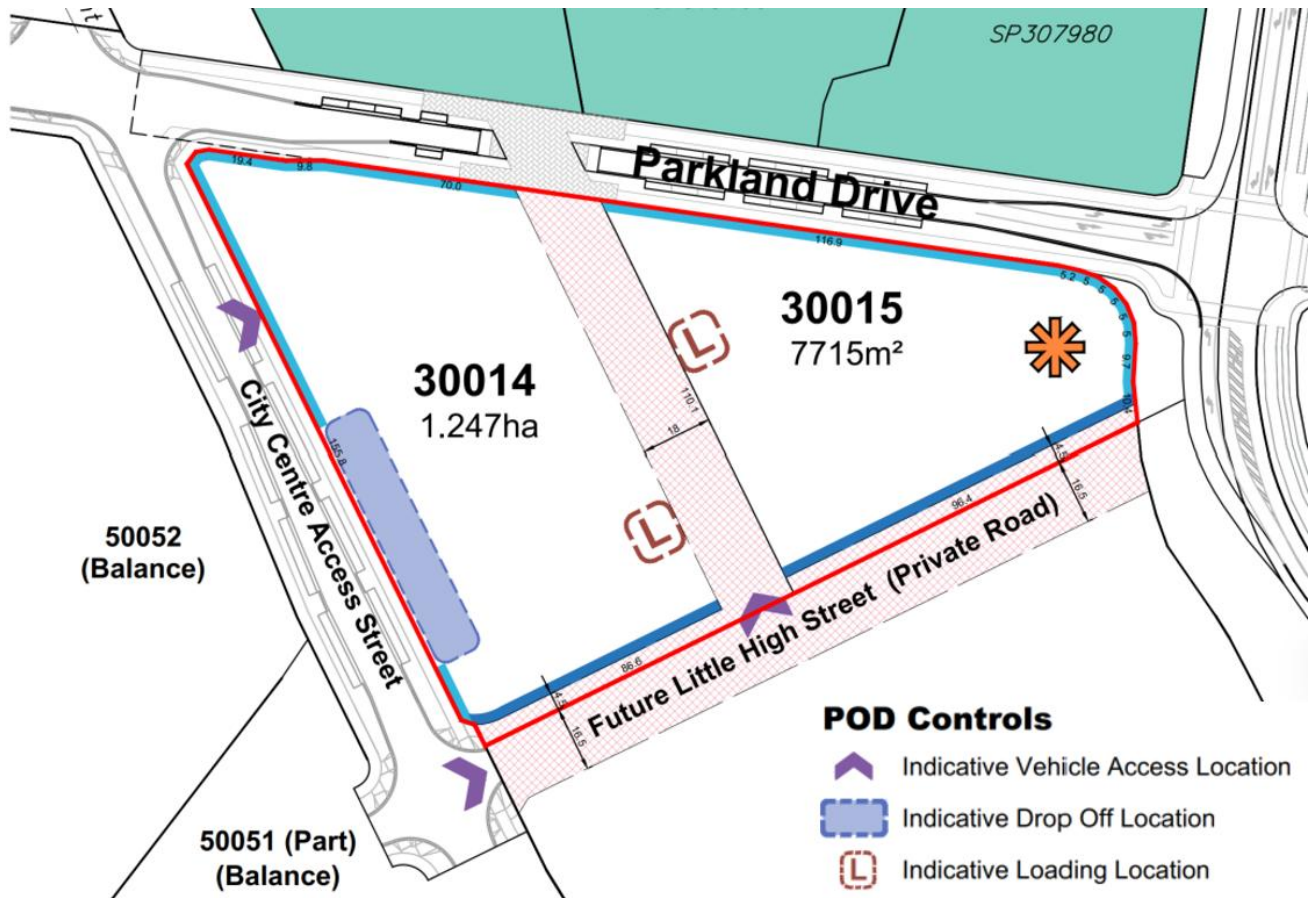


Figure 5.1: Indicative Access & Loading Locations

As shown, general vehicle access to the proposed western allotment of Stage 1 (Lot 30014) is expected to occur via the Centre Access Street (22m) on the site's western frontage. Vehicle access to the eastern allotment (Lot 30015) is proposed via the future Little High Street private road. Loading areas for each allotment are expected to be located at the rear of each allotment and accessible via the north / south section of the future private road.

No vehicle lot access is proposed via Parkland Drive or Flagstonian Drive. Only an active transport connection shall be provided where the north / south private road intersects with Parkland Drive, at the location of the raised midblock crossing on Parkland Drive.

5.2 Servicing & Refuse Collection

As outlined in the Logan Planning Scheme, design service vehicle requirements for proposed / potential land uses within Stage 1 of the Flagstone Town Centre are as follows:

- | | |
|--|-----------|
| ▪ Shop (where tenancy is >500m² GFA): | 12.5m HRV |
| ▪ Shop (where tenancy is <500m² GFA): | 8.8m MRV |
| ▪ Food and Drink Outlet (where tenancy is >200m² GFA): | 12.5m HRV |
| ▪ Food and Drink Outlet (where tenancy is <200m² GFA): | 8.8m MRV |
| ▪ Indoor Sport & Recreation: | 12.5m HRV |
| ▪ Health Care Services: | 6.4m SRV |

- Child Care Centre:

6.4m SRV.

Servicing provisions shall be provided in accordance with the Logan Planning Scheme, to be determined in detail with future applications outlining specific uses to be delivered in Stage 1.

Swept path diagrams have been prepared demonstrating the ability for design service vehicles listed above to perform a 3-point turnaround in the temporary turnaround head with Access Easement D. While it is not expected these vehicles will be required to use the turnaround (given the delivery of Centre Access Street and Little High Street), it has been demonstrated for information purposes. Note that the temporary turnaround will be constructed of chipseal with no surrounding infrastructure (or vertical obstructions) hence the largest design vehicle uses the full width of the chipseal (i.e. bringing its wheels to the edge of the seal for the turnaround).

In addition, a swept path of the Private Road ("Shared Street") turnaround performed by a passenger vehicle (B99) has been included for information purposes.

Swept path diagrams are provided in **Appendix B**.

6. TRAFFIC ASSESSMENT

6.1 Overview

The approved Stage 1B retail (Town Centre Core) allotment (Lot 30014) comprises of an area of 2.033ha. As shown on the proposed POD provided at **Appendix A**, the total proposed area of allotments 30014 and 30015 is 2.0185ha. As such, the extent of developable area proposed and the expected land uses within the developable area are not materially different from the existing approval. As such, impacts to the external road network associated with the proposed development are considered to be consistent with the approved ROL / POD for Stage 1 of the Town Centre.

6.2 Flagstonian Drive / Parkland Drive

6.2.1 Interim Traffic Volumes

As per the endorsed TIA for Stage 1 of the Town Centre, an assessment of the Flagstonian Drive / Parkland Drive intersection was undertaken at an interim year of 2031. From this assessment, forecast background traffic in 2031, inclusive of traffic to / from the district community centre, is shown in Figure 6.1.

Parklands Drive																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Figure 6.1: Flagstonian Drive / Parklands Drive Interim Background Volumes

Interim (2031) design traffic volumes (background + Stage 1 Town Centre development trips) are shown in Figure 6.2.

Parklands Drive					184	303
		184	64	L	64	511
		151	53	R	R	T
			L	T		
			53	412		
		151	486			
						Flagstonian Drive

Figure 6.2: Flagstonian Drive / Parklands Drive Interim Design Volumes

Note, this assessment conservatively assumes all development traffic enters and exits via Parkland Drive. It is expected further development of the town centre will provide additional road connections to Stage 1 and therefore traffic may be redistributed onto other road links in the near future.

6.2.2 Ultimate Traffic Volumes

Consistent with the approved TIA, ultimate (2066) traffic volumes were adopted from the ultimate microsimulation traffic model prepared to support the Movement Network IMP. Ultimate Flagstonian Drive / Parklands Drive intersection volumes are shown in Figure 6.3.

<i>Parklands Drive</i>	192	147	L	176	646	6	<i>Station Access</i>
	9	20	T	326	806	3	
	118	71	R	R	T	L	
	L	T	R	R	32	22	
	291	615	70	T	16	20	
	163	776	64	L	27	49	
				<i>Flagstonian Drive</i>			

Figure 6.3: Flagstonian Drive / Parklands Drive Ultimate Traffic Volumes

6.2.3 Intersection Modelling

The Flagstonian Drive / Parkland Drive intersection layouts were modelled using SIDRA Intersection for interim and ultimate scenarios. Intersection layouts assessed, as modelled in SIDRA, are illustrated in Figure 6.4.

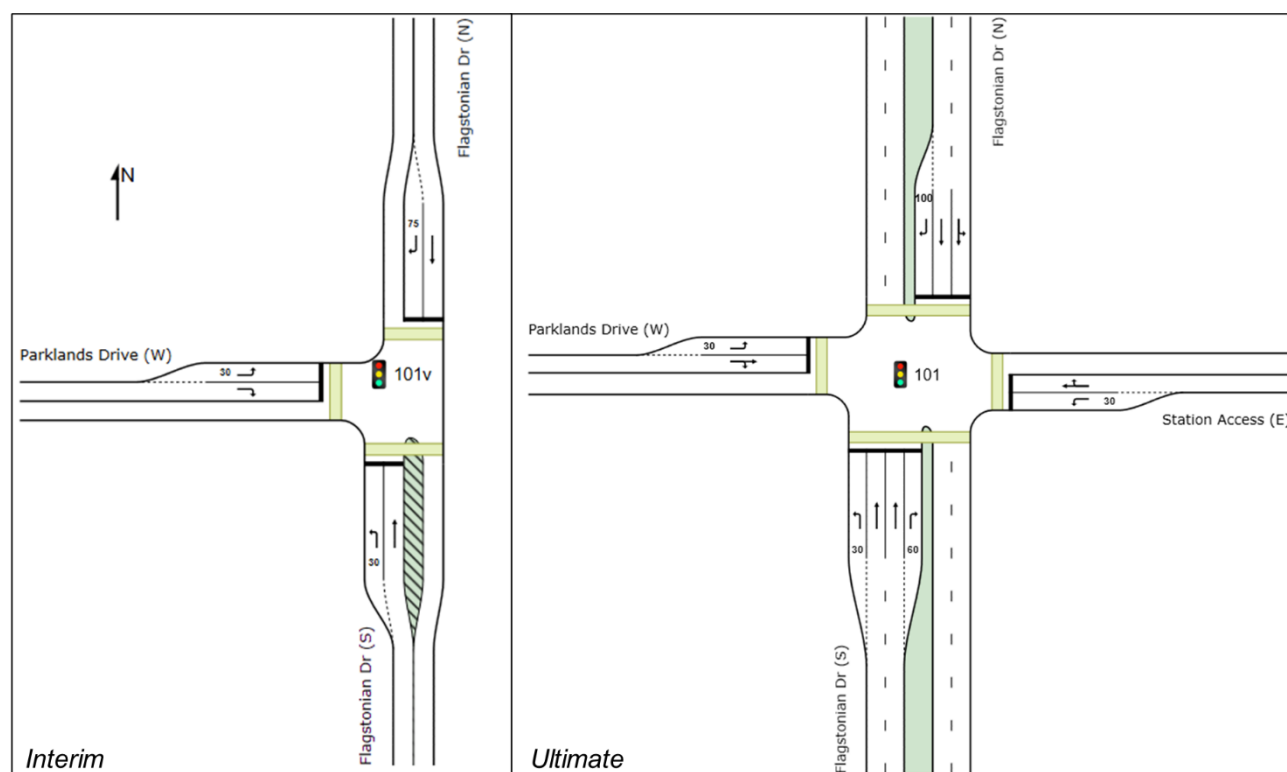


Figure 6.4: Interim and Ultimate SIDRA Intersection Layouts

SIDRA Intersection results at the Flagstonian Drive / Parkland Drive intersection are summarised in Table 6.1 for design traffic volumes.

Table 6.1: Flagstonian Drive / Parklands Drive SIDRA Results Summary

Approach	AM Peak				PM Peak			
	Volume	DOS	LOS	Queue (m)	Volume	DOS	LOS	Queue (m)
Interim (2031)								
Flagstonian Drive (S)	465	0.52	A	40	637	0.81	C	88
Flagstonian Drive (N)	575	0.65	A	55	487	0.46	B	40
Parkland Drive (W)	117	0.22	B	8	335	0.56	C	25
Overall	1,157	0.65	A	55	1,459	0.81	C	88
Ultimate (2066)								
Flagstonian Drive (S)	976	0.89	E	185	1,003	0.85	E	183
Station Access (E)	79	0.16	D	19	91	0.12	C	14
Flagstonian Drive (N)	1,195	0.88	D	160	828	0.81	D	110
Parkland Drive (W)	251	0.33	C	37	319	0.45	C	47
Overall	2,552	0.89	D	185	2,241	0.85	D	183

As shown, the interim intersection layout is expected to cater for Stage 1 development traffic with background growth to 2031. It is expected that prior to 2031, further development of the Town Centre will be completed allowing redistribution of Stage 1 trips via other intersections. Regardless, there is sufficient capacity to cater for full Stage 1 development based on the assessed intersection configuration based on typical operational performance thresholds for a signalised intersection (i.e. $DOS \leq 0.9$).

SIDRA modelling also indicates that the ultimate Flagstonian Drive / Parklands Drive signalised layout will cater for ultimate (2066) traffic volumes and remain within acceptable operational performance thresholds for a signalised intersection (i.e. $DOS \leq 0.90$). Importantly, this ultimate (2066) scenario assumes full development of the entire PDA. While the assessment is focussed on PEET's Flagstone City, review of ongoing modelling for the region by VLC, specifically using the South Logan Strategic Transport Model (SLSTM), suggests that the assumed volumes remain entirely consistent with those estimated in SLSTM.

Detailed SIDRA outputs are provided at **Appendix C**.

6.3 Centre Access Street Intersections

6.3.1 Overview

Construction of Stage 1, as well as the DCC, will require construction of an interim form of the Parkland Drive / Centre Access Street intersection, located on the northwest corner of Stage 1. In accordance with the endorsed Town Centre Masterplan, this intersection will ultimately be a 4-way signalised intersection. However, in the interim, no road reserve is proposed to the west of this intersection and therefore an interim T-intersection will comprise of the following:

- **Southern Leg:** Centre Access Street providing access to Town Centre Stage 1 and a future connection to Homestead Drive.
- **Northern Leg:** Proposed Stage 1D road providing access to the DCC and RRP
- **Eastern Leg:** Existing Parkland Drive connection to Flagstonian Drive

In its interim form, the Parkland Drive / Centre Access Street intersection will cater only for traffic accessing the DCC, RRP and Stage 1 of the Town Centre. Signalisation of the intersection is therefore

not warranted in this interim scenario. Signalisation of the Parkland Drive / Centre Access Street intersection would likely be warranted with:

- The extension of Parkland Drive to / from the intersection's western approach
- Further development of the Flagstone Town Centre beyond Stage 1 to the south of the intersection and the coinciding connection to Homestead Drive.

Considering the above an interim, priority-controlled T-intersection form is recommended at the Parkland Drive / Centre Access Street intersection (Stage 1A) to cater for traffic associated with endorsed uses surrounding this intersection being the DCC, RRP and Stage 1 of the Town Centre. The potential need for the signalisation, in line with the ultimate intersection design, should be considered as a part of future applications within the Town Centre, where development traffic may impact the intersection.

Similarly, the Centre Access Street / Little High Street is ultimately planned as a 4-way signalised intersection. However, with construction of Stage 1, this intersection will initially only cater for traffic to / from Stage 1. As such, this intersection may be delivered in an interim priority-controlled form as a part of this development, and signalised in the future following further applications for additional developments and / or road connections.

6.3.2 Intersection Form

Interim intersection line marking for interim intersection priority is illustrated in Figure 6.5 below.

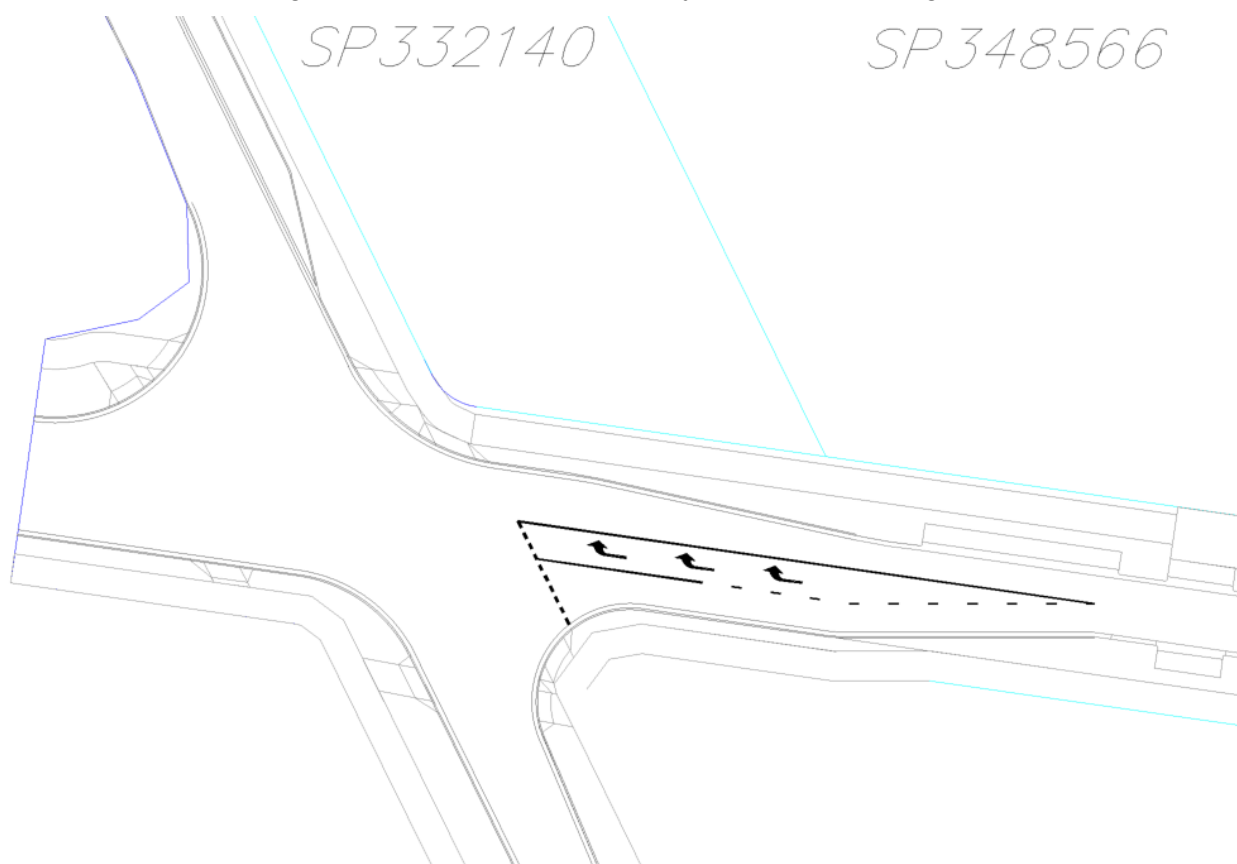


Figure 6.5: Parkland Drive / Centre Access Street interim intersection layout

As shown, this interim priority-controlled intersection may be delivered within the footprint of the ultimate 4-way signalised intersection. Detailed design of this intersection shall cater for the following design service vehicles:

- Movements to / from northern leg (DCC and RRP): 12.5m bus
- Movements to / from southern leg (Town Centre Stage 1): 12.5m HRV

7. FLAGSTONIAN DRIVE / PARKLAND DRIVE

7.1 Overview

As demonstrated above, the Flagstonian Drive / Parkland Drive intersection geometric design was assessed at the following stages:

- **Interim Scenario:** signalisation of the existing layout inclusive of dedicated turn treatments
- **Ultimate Scenario:** final four-way intersection with ultimate Flagstonian Drive cross-section.

Concept layout designs were produced for interim and ultimate, consistent with the existing Stage 1 approval, which are provided at **Appendix D** and based on the *Austroads Guide to Road Design*.

7.2 Interim Intersection Design

It is noted that the interim design plan provided at **Appendix D** is conceptual only. Detailed signal design plans shall be prepared prior to the signalisation of the intersection. The existing turn treatments on the priority-controlled intersection comply with the minimum Austroads requirements for a CHR and AUL(s):

- A channelised right turn (CHR) pocket in the southbound direction:
 - Storage Length: 14.5m
 - Lane Width: 3.5m
 - Deceleration Length: 75m
 - Taper Length: 23m
- A short auxiliary left-turn lane (AUL(s)) in the northbound direction:
 - Lane Width: 3.5m
 - Deceleration Length: 35m
 - Taper Length: 23m
- 3.5m wide through traffic lane width on Flagstonian Drive.

Interim intersection SIDRA results provided at **Appendix C** demonstrate that modelled 95th percentile vehicle queues on Flagstonian Drive turn lanes do not exceed the storage length of a design vehicle (14.5m). As such, existing turn treatment lengths are considered suitable for the interim arrangement and, subject to detailed signal design, the proposed signalisation of the intersection shall only require delivery of signal infrastructure on the existing intersection from.

A swept path assessment provided at **Appendix B** demonstrates that the interim intersection design can cater for all turn movements of a 14.5m coach / bus.

7.3 Ultimate Intersection Design

The ultimate four-way, signalised intersection concept layout is provided at **Appendix D**.

Dedicated left and right turn treatments are proposed on Flagstonian Drive with the exception of the left turn pocket from the northern approach. Traffic modelling indicates that southbound left turn volumes are negligible with the majority of left turn volumes expected to ultimately use the left-in / left-out intersection to the north.

A swept path assessment provided at **Appendix B** demonstrates that the intersection design can cater for all turn movements of a 14.5m coach / bus.

Importantly, the SIDRA modelling completed verifies that this intersection configuration remains appropriate for the anticipated forecast traffic volumes with full development of the PDA.

8. CONCLUSION

The traffic and transport findings for the proposed Flagstone Town Centre Stage 1 development are summarised as follows:

- A change application is proposed to separate the approved Stage 1 Town Centre retail allotment into two separate allotments, divided by Access Easement A
- The proposed Stage 1 Town Centre development forms part of the approved Town Centre Masterplan detailing planned land uses and transport network requirements in the vicinity of the subject site
- Existing bus services are considered to adequately cater for the demands of the proposed development, and the site will be considered well serviced by public transport services with ultimate development of the Town Centre
- Public road cross-sections proposed are consistent with cross-sections detailed in the endorsed Town Centre Masterplan and Flagstone City Movement Network IMP
- The proposed development is suitably serviced by existing active transport connections and ultimate active transport facilities will provide high-quality connectivity to surrounding destinations and public transport services
- The Flagstonian Drive / Parkland Drive (HATUA) intersection is proposed to be signalised for Stage 1 to cater for controlled, safe active transport movements (not triggered by intersection performance)
- The ultimate car parking provisions will be sufficient to cater for the expected car parking demand based on the parking rates and requirements outlined in the POD and the Logan Planning Scheme
- A temporary car park will be provided within Access Easement C to cater for the Regional Recreation Park car parking which will be displaced due to delivery of Stage 1
- Parking provisions and access arrangements shall be provided in accordance with the relevant requirements of AS2890 and IPWEAQ Standard Drawings
- Servicing provisions for Stage 1 land uses shall be provided in accordance with the Logan Planning Scheme
- A swept path assessment demonstrates passenger and service vehicle manoeuvring within turnaround areas as required by the Logan Planning Scheme
- SIDRA assessment indicates that the Flagstonian Drive / Parkland Drive interim intersection design can cater for Stage 1 traffic volumes with background traffic growth to 2031
- SIDRA assessment indicates that the Flagstonian Drive / Parklands Drive ultimate intersection design can cater for ultimate (2066) forecast traffic volumes
- Interim and ultimate conceptual layouts of the Flagstonian Drive / Parkland Drive intersection are provided at **Appendix D**, designed in accordance with relevant requirements of the Austroads Guide to Road Design and to cater for turning manoeuvres of a 14.5m long coach / bus
- Parkland Drive / Centre Access Street and Centre Access Street / Little High Street intersections may be delivered in interim priority-controlled forms with signalisation to occur in the future with further development in the Town Centre.

Based on the above assessment, it is concluded that there are no significant traffic or transport impacts associated with the proposed change to the Town Centre Stage 1 development to preclude its approval and relevant conditioning on transport planning grounds.

It is considered that the proposed provisions are suitable to cater for the early stage of the town centre while allowing for appropriate integration into the ultimate town centre as the region grows and develops.

Appendix A: ROL Plans



Legend

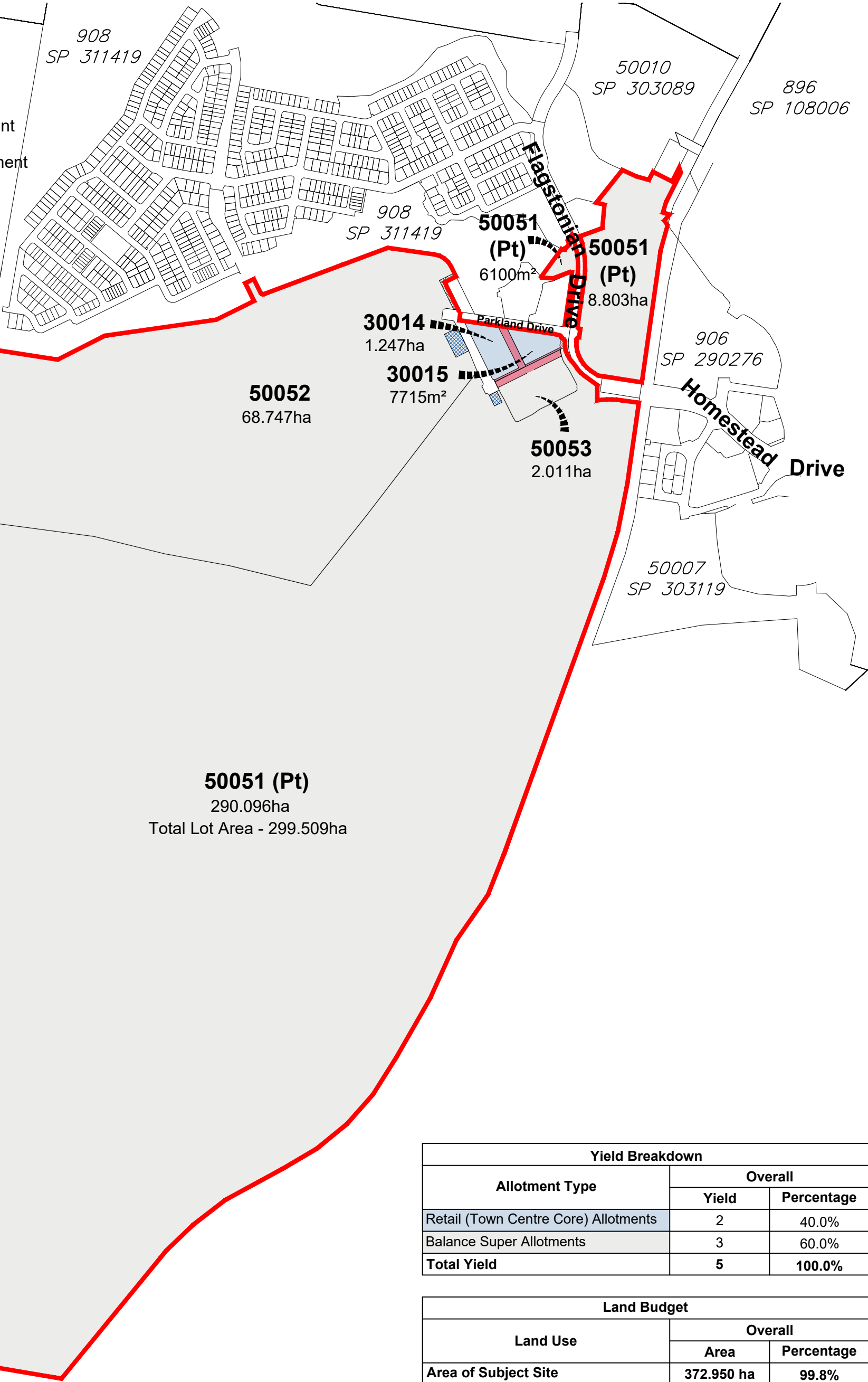
- Site Boundary
- Stage Boundary
- Existing Access Easement
- Proposed Access Easement
- Proposed Temporary Access Easement

Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.



Yield Breakdown		
Allotment Type	Overall	
	Yield	Percentage
Retail (Town Centre Core) Allotments	2	40.0%
Balance Super Allotments	3	60.0%
Total Yield	5	100.0%

Land Budget		
Land Use	Overall	
	Area	Percentage
Area of Subject Site	372.950 ha	99.8%
Retail (Town Centre Core) Allotment	2.018 ha	0.54%
Balance Super Allotments	370.02 ha	99.21%
Centre Access Street	0.627 ha	0.17%
Future Road Widening	0.035 ha	0.01%

PLAN REF: 110056 - 533E

DATE: 28 MAY 2026
CLIENT: PEET
DRAWN BY: MD/BM
CHECKED BY: MD/DG/CK
SHEET: 1 of 2

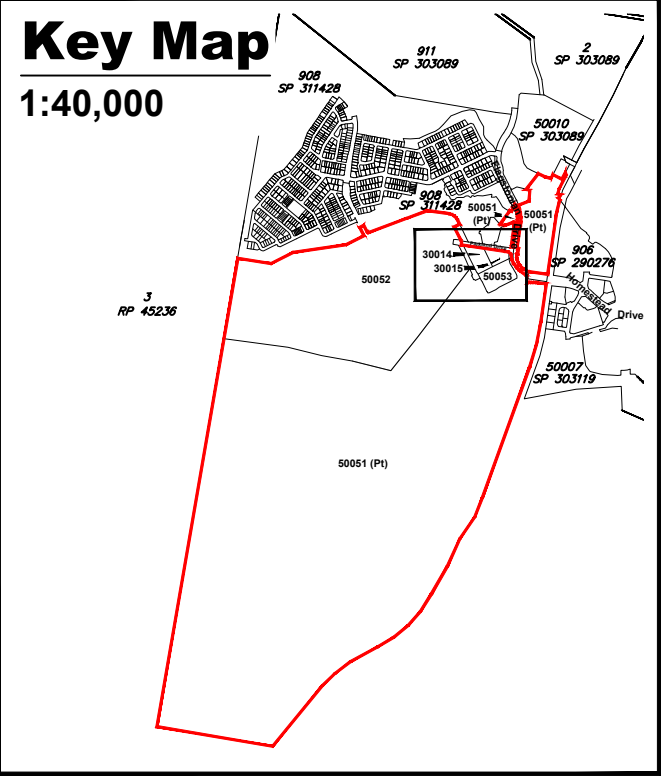
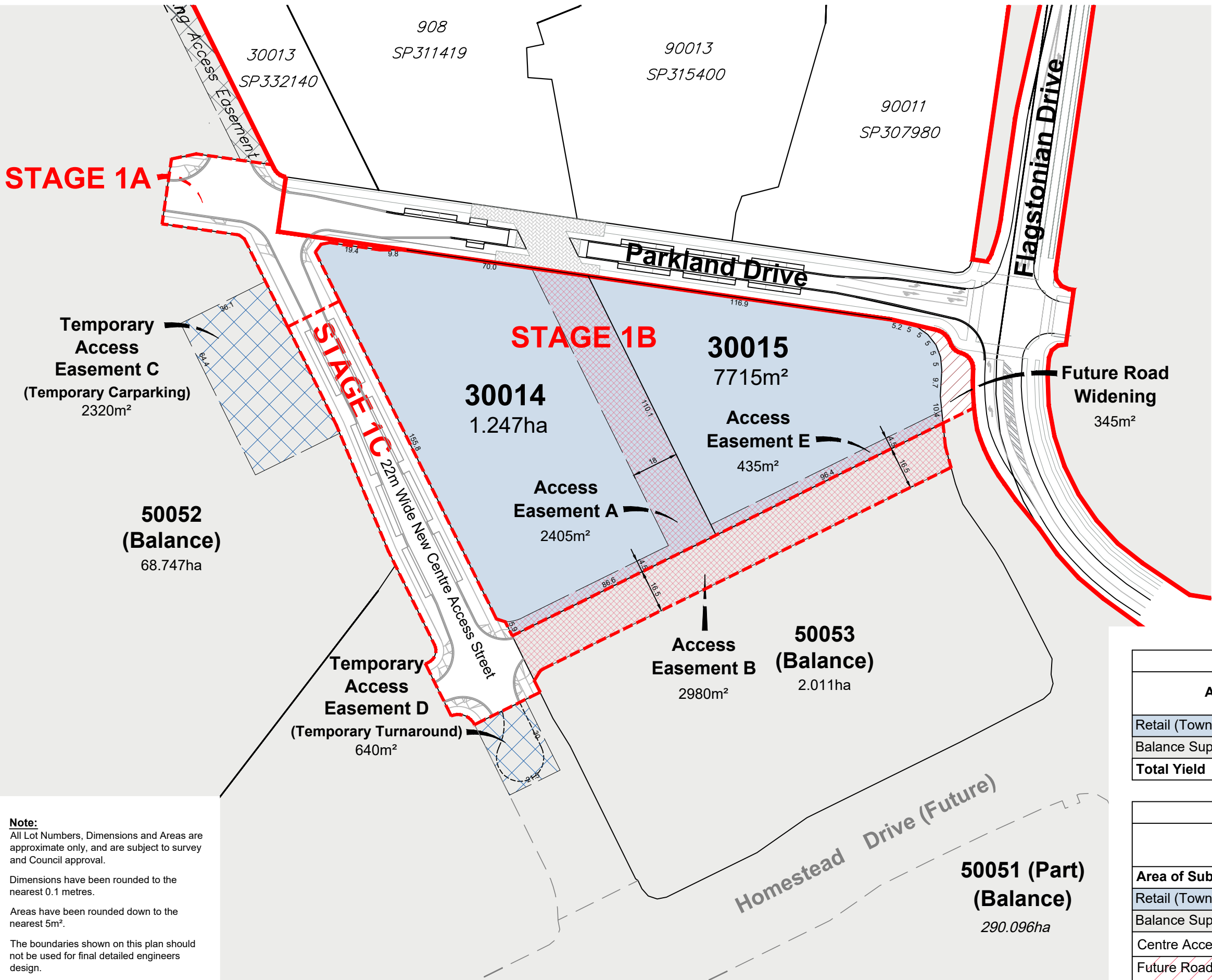


FLAGSTONE TOWN CENTRE
PROPOSED STAGE 1 SUBDIVISION - 2 INTO 5 ALLOTMENTS
CANCELLING LOT 50050 & LOT 907 ON SP332140

URBAN DESIGN
Level 4 HQ South
520 Wickham Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com



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Legend

- Site Boundary
- Stage Boundary
- Existing Access Easement
- Proposed Access Easement
- Proposed Temporary Access Easement

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The boundaries shown on this plan should not be used for final detailed engineers design.

FLAGSTONE TOWN CENTRE
PROPOSED STAGE 1 SUBDIVISION - 2 INTO 5 ALLOTMENTS
CANCELLING LOT 50050 & LOT 907 ON SP332140

Notes for Lots 30014 and 30015

Use & Function:

The development site is intended to function as a *retail and food and beverage precinct* within the Flagstone Town Centre. The Plan of Development proposes a scale and intensity of development that is commensurate with a *town centre core retail node* that compliments the long term objectives and demand in the Town Centre.

Architecture and built form in the Town Centre is intended to contribute to an urban character including; activated edges, diverse built form solutions addressing key subtropical design considerations, and varied uses integrated with adjoining streets and public realm. All development will incorporate built form, urban design and social considerations to facilitate a safe and security conscious environment which prioritises pedestrians, cyclists and vehicles in that order. All buildings and outdoor areas are to be designed to comply with CPTED principles.

Relevant Approvals and Guidelines:

Development is to be undertaken in accordance with the Flagstone Town Centre Masterplan (DEV2022/1312) and EDQ's PDA Guideline 09 (Centres).

Permitted Uses:

Permitted Uses as per the Whole of Site MCU Table of Approved Uses for Major Centre Zone - Major Centre Core - DEV2012/209, plus:
- Indoor Sport and Recreation, where:
a) gymnasium only, and
b) maximum 1000m² GFA.

Built Form Outcomes:

Building Height & Site Cover:

Minimum building height is 2 storeys. Maximum building height is 12 storeys.

Maximum site cover is 75%.

Development must ensure:

- All other planning and development requirements of the Plan of Development (POD) are complied with.
- Development is in context with, and visually compatible with the appearance of any neighbouring and/or surrounding buildings.

Building Orientation and Activation:

Buildings are to be oriented to the streets and other public spaces, and are to provide street activation along identified Active Frontages by:

- Being aligned generally parallel to the street;
- Providing clear, legible pedestrian and vehicular entry points;
- Maximising opportunities for overlooking and casual surveillance through the provision of windows, openings and balconies;
- Providing direct pedestrian entries and outdoor dining opportunities; and
- Built form to address / activate publicly accessible space on-site.

Signage:

Signage scale, colours, materials and graphics must complement the character and materials of the building and not create visual clutter. No neon or flashing signs are permitted.

Signage / advertising device location and size to be in accordance with the Logan City Council Advertising Device Code and may require OPW approval.

Lighting:

All car parking and public areas will be provided with lighting for public safety and must comply with AS1158 Lighting for Roads and Public Spaces Set.

Lighting should be located and directed to limit light spill beyond the site boundary and comply with AS4282 Control of the Obtrusive Effects of Outdoor Lighting. External lighting should follow CPTED principles.

Building Setbacks:

Active Frontage - Connector Street: Minimum 0.0m - 3.0m.

Active Frontage - High Street: Minimum 4.5m - 7.5m (setback includes 4.5m of Future Little High Street Access Easement located within Lots 30014 and 30015)

Building Articulation:

Development addresses, activates and provides a visual appeal to Active Frontages.

Active Frontage - Connector Street:

- a) a minimum of 60% of the length of the street frontage glazed;
- b) external doors which directly adjoin the street frontage;
- c) modulation in the facades, by incorporating a change in materials or the use of pillars or similar elements every 5-10m;
- d) the minimum window or glazing is to remain uncovered and free of signage.

Active Frontage - High Street:

- a) a minimum of 50% of the length of the street frontage glazed;
- b) modulation in the facades, by incorporating a change in materials or the use of pillars or similar elements at least every 10m;
- c) the minimum window or glazing is to remain uncovered and free of signage

General:

Buildings are to be well articulated with external facades and landscape treatments, varied material and design detail, balconies, recessed doors and doorways, windows, shade and screening devices and outdoor planting that:
- reduces the visual bulk of the building; and
- frame and activates the public realm and entrance spaces.

Buildings incorporate weather protection, screening and shading structures to channel breezes, filter sunlight and provide rain protection.

Statement Building:

Built form outcomes in locations notated as Statement Buildings must provide an architectural solution that reinforces the buildings role as a landmark building. This is to be achieved through increased building height, increased building scale, prominent roof forms, facade articulation, facade artwork and/or material selection.

Service Screening:

All refuse and plant areas will be suitably screened to all boundaries.

All air conditioning, lift rooms, ventilation plant and other equipment located on the roof or externally around the building will be treated as an integral part of the building and either screened from view or painted to match the surrounding building.

Landscaping:

Minimum landscape area to be 5% of the site.

Development to incorporate areas for deep planting. Deep planting areas are to:

- Provide for the establishment of vegetation to contribute to the landscape character of the centre; and
- Be open to the sky with access to light, rainfall and natural ground (i.e. no underground development);

Landscape areas to include spaces capable of accommodating vegetation that (at maturity) provides effective shade or screening to buildings and/or outdoor spaces.

Landscape to be designed with CPTED principles in mind to reduce area of possible concealment close to footpaths, parking areas and other publicly accessible spaces.

The built form design is to facilitate a publicly accessible open space or courtyard adjoining Parkland Drive, providing the opportunity for further interaction and connectivity with the adjoining Regional Recreation Park.

Car Parking & Traffic:

Vehicle access is only permitted in areas notated as 'Indicative Vehicle Access Location' on the Plan of Development. No vehicular access permitted off Parkland Drive.

Car parking to be provided at a minimum rate of 1 space per 100sqm of GFA for all uses excluding gymnasiums. Gymnasiums to provide car parking at a minimum rate of 1 space per 15sqm of GFA.

Car parking is to be located underground or visibly screened from street frontages through the positioning of built form. This excludes car parking provided within Access Easements which will resemble roads with on-street perpendicular and/or parallel car parking.

Off-street car parking, loading and service must comply with AS 2890.

End of Trip Facilities must be provided in accordance with *Logan Planning Policy 5 - Infrastructure*. The spaces are to be located a maximum of 25m from any pedestrian entrance into the development.

Legend

- Boundary of Lots 30014 and 30015
- Proposed Access Easements
- Regional Recreation Park

Frontage Type

- Active Frontage - Connector Street
- Active Frontage - High Street

POD Controls

- Indicative Vehicle Access Location
- Indicative Drop Off Location
- Indicative Loading Location
- Statement Building

Note:

All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

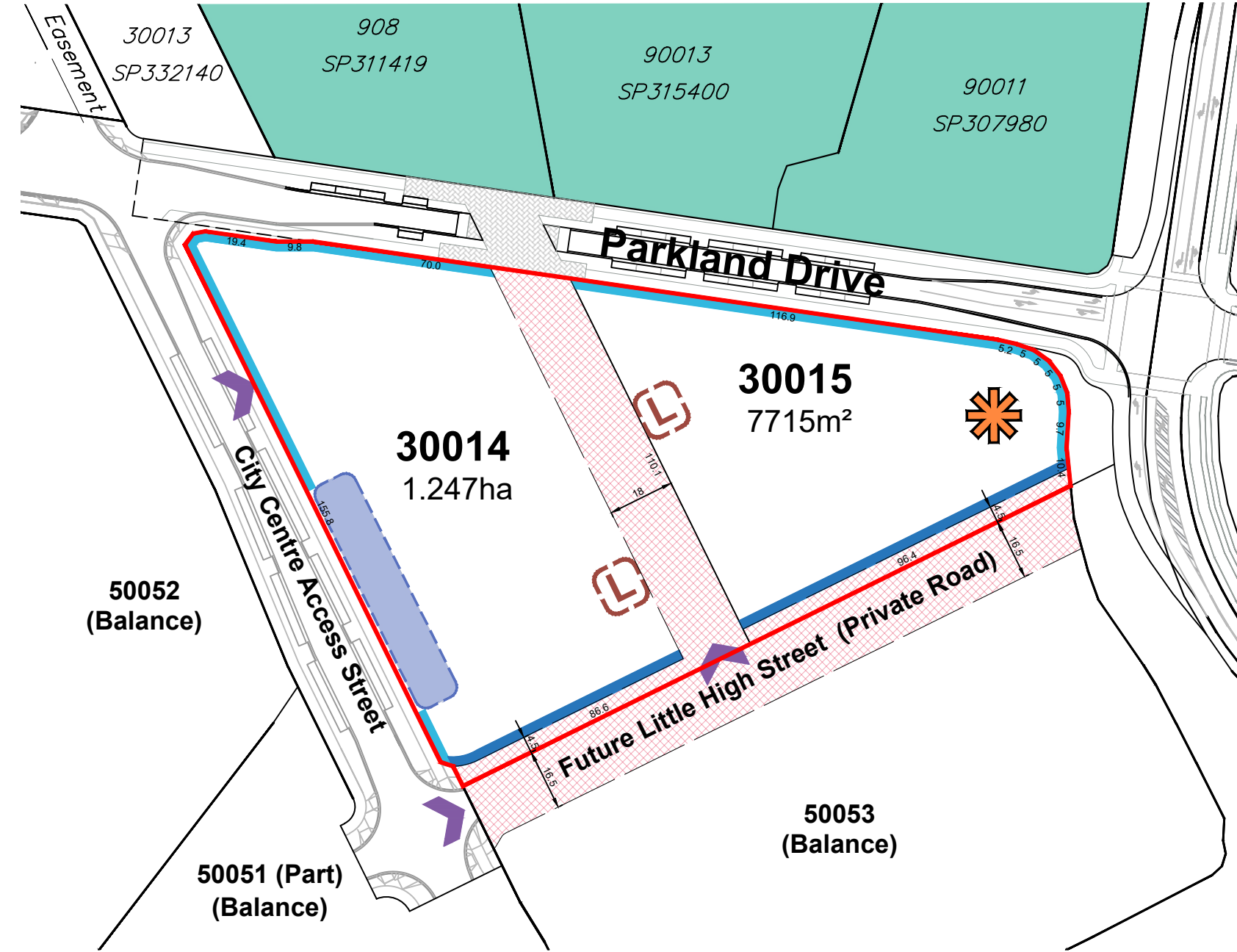
Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:

Site boundaries: Veris.

Adjoining information: Veris.



FLAGSTONE TOWN CENTRE
LOT 30014 AND LOT 30015 PLAN OF DEVELOPMENT

PLAN REF: 110056 - 534H

DATE: 29 MAY 2026
CLIENT: PEET
DRAWN BY: MD/BM
CHECKED BY: MD/DG/CK



0 20 40 60 80 100 1 : 1,500 @ A3

URBAN DESIGN
Level 4 HQ South
520 Wickham Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com



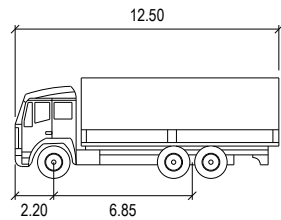
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Appendix B: Swept Path Assessment





Vehicle Clearance (300mm)



HRV	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000
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E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Stage 1 Swept Paths	A.P	19.06.26

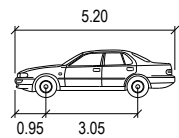
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Project	Flagstone Town Centre Stage 1
Title	Stage 1D Turnaround Swept Path Assessment (HRV)

Design	A.P	Drawn	A.P	Checked	L.D
CONCEPT ONLY				Date	19.06.2026
Project Number	P6887	Sheet Number	1	Issue	001



Vehicle Clearance (300mm)



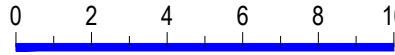
B99 meters
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 38.0

DESIGN VEHICLE



Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226
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Sydney
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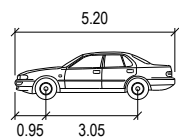
REVISIONS				
Issue	Revisions/Descriptions	Drawn	Date	
001	Stage 1 Swept Paths	A.P	19.06.26	

Scale @ A3  1:200

Project Flagstone Town Centre Stage 1	Design A.P	Drawn A.P	Checked L.D
	CONCEPT ONLY		
	Project Number P6887	Sheet Number 2	Date 19.06.2026
Title Little High Street Turnaround Swept Path Assessment (B99)		Issue 001	



Vehicle Clearance (300mm)



B99
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 38.0

DESIGN VEHICLE

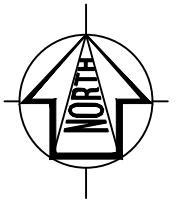
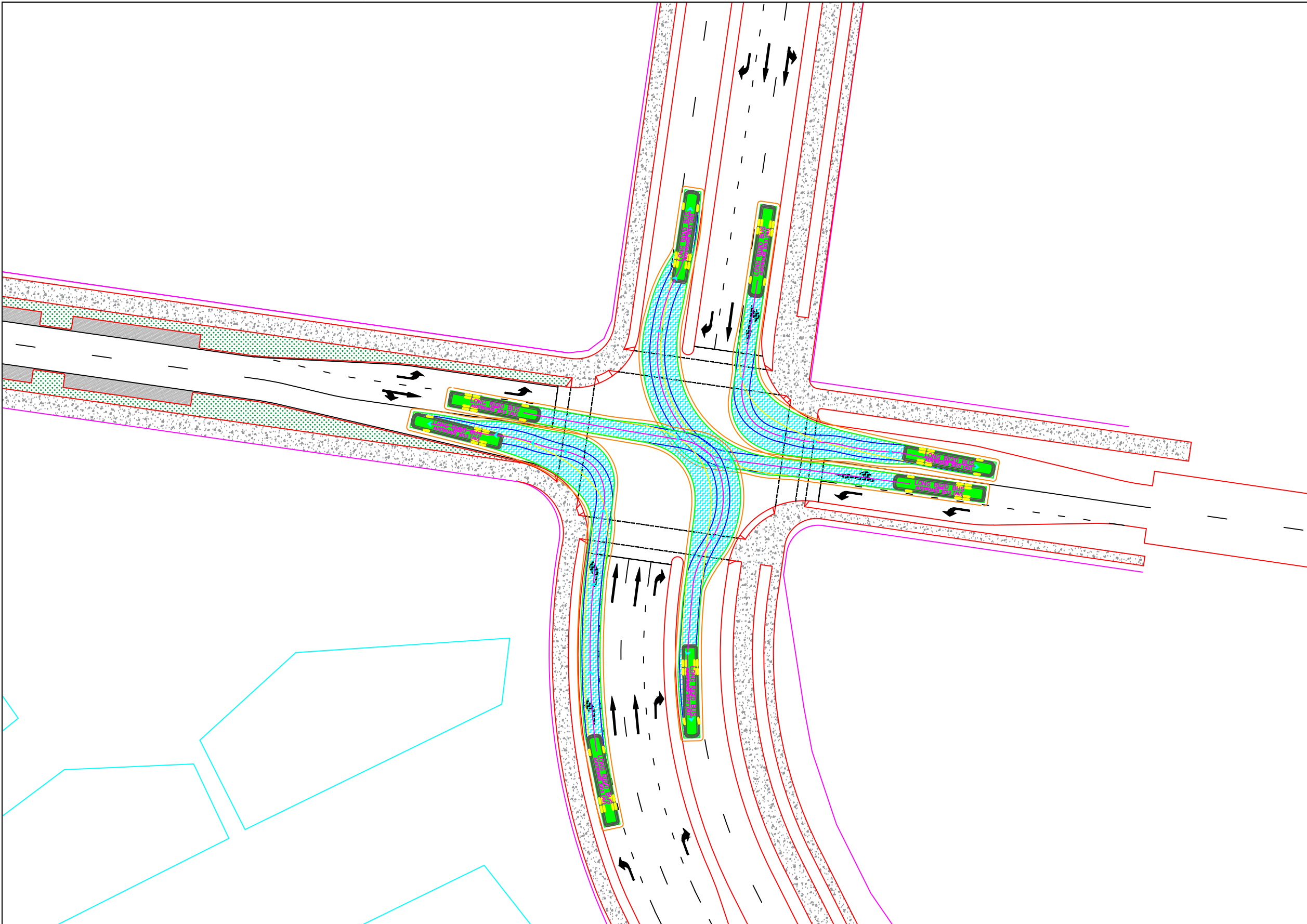


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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Stage 1 Swept Paths	A.P	19.06.26

Scale @ A3
0 2 4 6 8 10 1:200

Project Flagstone Town Centre Stage 1	Design A.P	Drawn A.P	Checked L.D
	CONCEPT ONLY		
Title North South Private Road Turnaround Swept Path Assessment (B99)	Project Number P6887	Sheet Number 3	Date 19.06.2026
			Issue 001



NOTE

Intersection turn pocket lengths to be determined at detailed design

LEGEND

- Proposed Kerb Line / Footpath Edge
- Lot Boundary
- Footpath / Shared Path
- Grass / Landscaping
- Indented Parking

WARNING!
BEWARE OF AERIAL SERVICES
Overhead powerlines and communication cables within work area. Contact service provider for advice prior to commencement of work.

WARNING!
BEWARE OF UNDERGROUND SERVICES
The location of underground services has been compiled from engineering survey and interpolated from Dial Before You Dig as provided by the Service Authorities. No responsibility is taken for the accuracy of the interpolated information supplied. Ensure all services are accurately located prior to commencement of work.



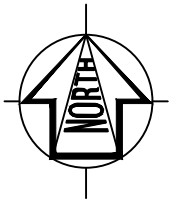
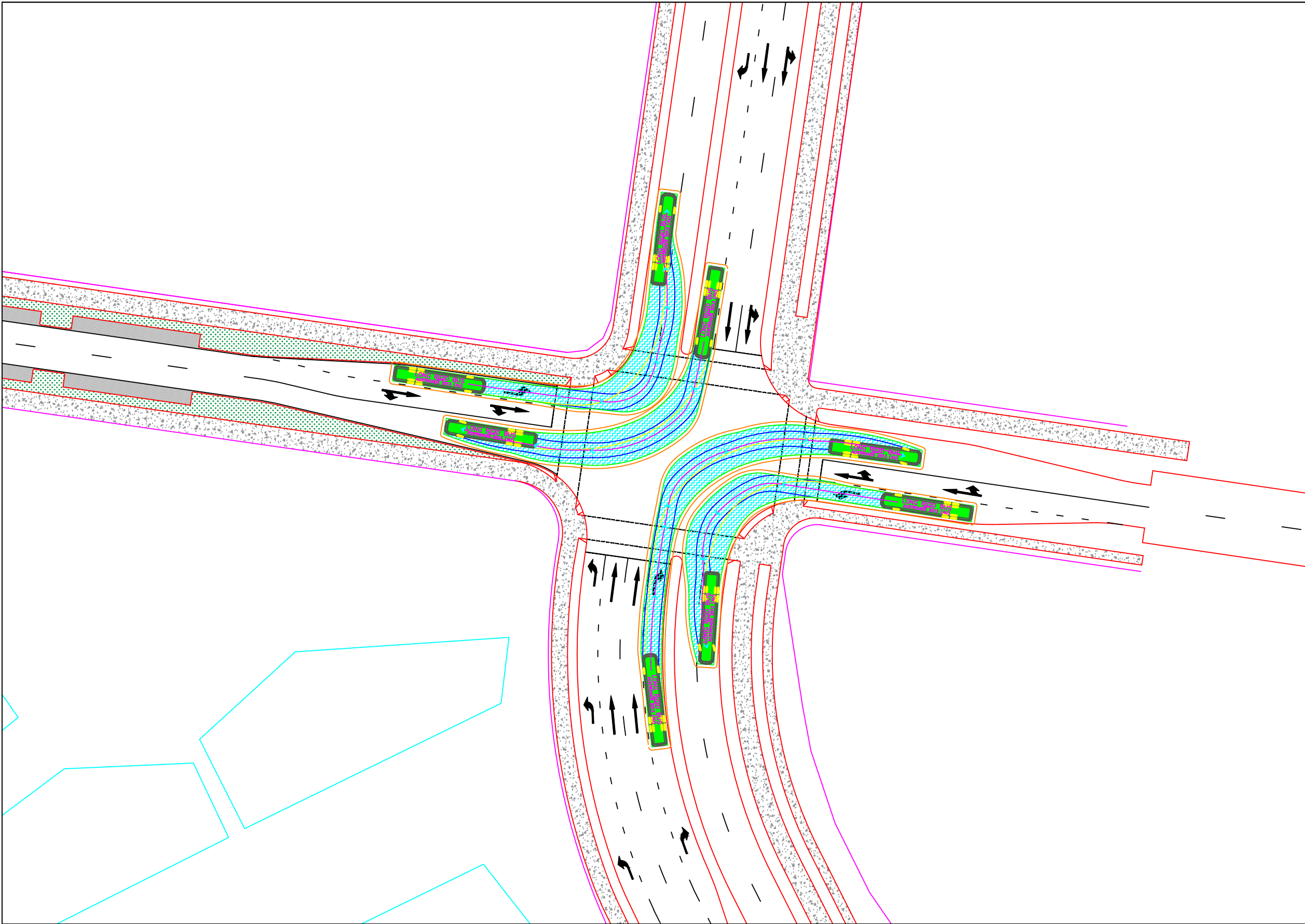
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Sydney
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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Flagstonian Dr / HATUA Intersection Ultimate Concept	A.P	09/03/21

Scale @ A3 1:500

Project	Flagstone City
Title	Flagstonian Drive / HATUA Ultimate Intersection Concept 14.5m Bus Swept Path Assessment

Design	Drawn	Checked
A.P	A.P	L.D
CONCEPT ONLY		Date 09.03.2021
Project Number	Sheet Number	Issue
P2300	4	001



NOTE

Intersection turn pocket lengths to be determined at detailed design

LEGEND

- Proposed Kerb Line / Footpath Edge
- Lot Boundary
- Footpath / Shared Path
- Grass / Landscaping
- Indented Parking

WARNING!
BEWARE OF AERIAL SERVICES
Overhead powerlines and communication cables within work area. Contact service provider for advice prior to commencement of work.

WARNING!
BEWARE OF UNDERGROUND SERVICES
The location of underground services has been compiled from engineering survey and interpolated from Dial Before You Dig as provided by the Service Authorities. No responsibility is taken for the accuracy of the interpolated information supplied. Ensure all services are accurately located prior to commencement of work.



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Flagstonian Dr / HATUA Intersection Ultimate Concept	A.P	09/03/21

Scale @ A3 1:500

Project	Flagstone City
Title	Flagstonian Drive / HATUA Ultimate Intersection Concept 14.5m Bus Swept Path Assessment

Design	Drawn	Checked
A.P	A.P	L.D
CONCEPT ONLY		Date 09.03.2021
Project Number	Sheet Number	Issue
P2300	5	001

Appendix C: SIDRA Outputs



SITE LAYOUT

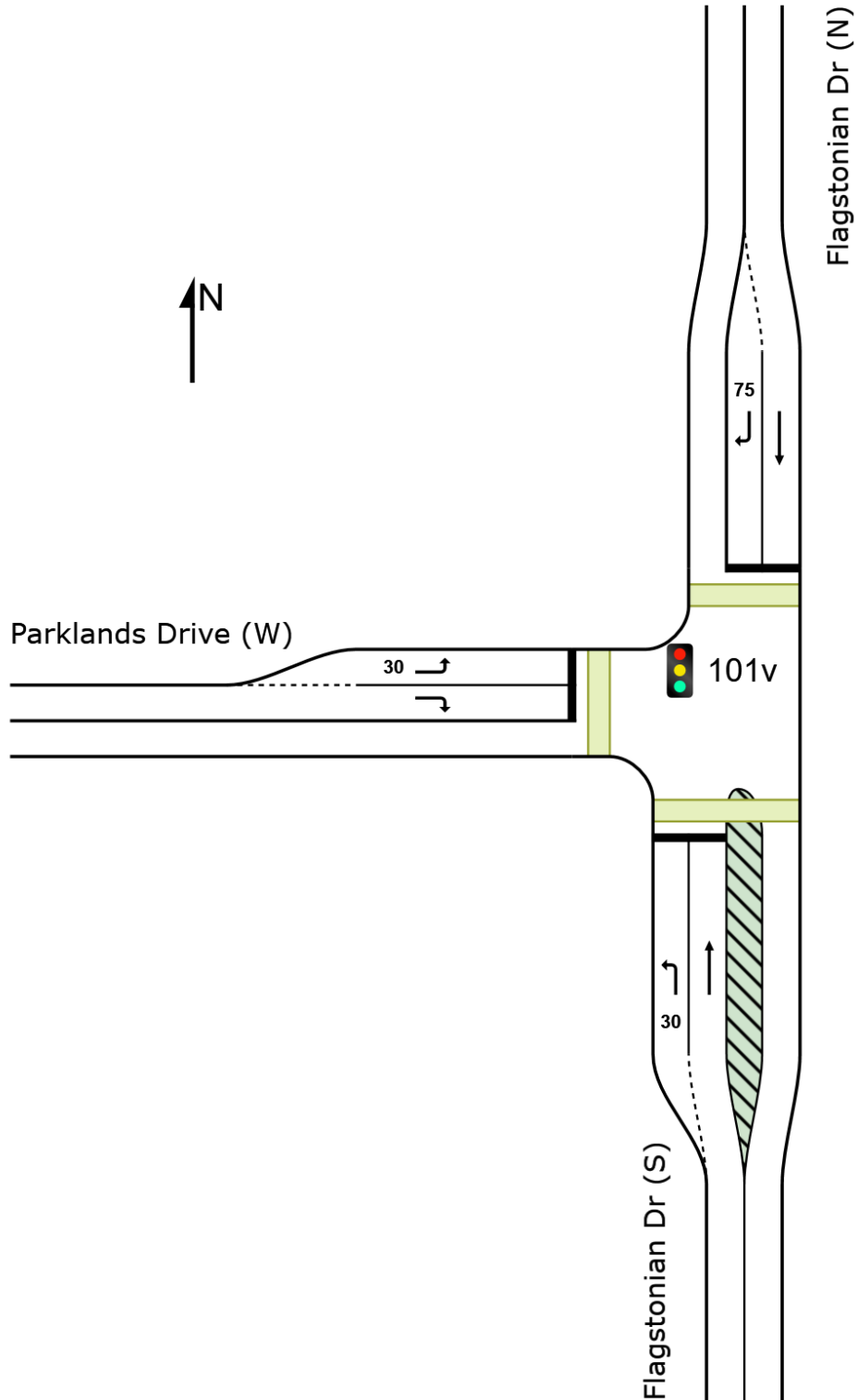
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Flagstonian Drive / HATUA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

 Site: 101v [Interim AM_Signals (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Flagstonian Drive / HATUA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 35 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Flagstonian Dr (S)															
1	L2	All MCs	56	2.0	56	2.0	0.053	9.2	LOS A	0.4	3.0	0.46	0.66	0.46	35.1
2	T1	All MCs	434	2.0	434	2.0	0.520	8.2	LOS A	5.7	40.4	0.78	0.67	0.78	49.7
Approach			489	2.0	489	2.0	0.520	8.3	LOS A	5.7	40.4	0.75	0.67	0.75	48.2
North: Flagstonian Dr (N)															
8	T1	All MCs	538	2.0	538	2.0	* 0.645	9.2	LOS A	7.7	55.1	0.84	0.75	0.87	48.7
9	R2	All MCs	67	2.0	67	2.0	* 0.118	10.1	LOS B	0.5	3.8	0.68	0.70	0.68	42.5
Approach			605	2.0	605	2.0	0.645	9.3	LOS A	7.7	55.1	0.82	0.74	0.85	47.8
West: Parklands Drive (W)															
10	L2	All MCs	67	2.0	67	2.0	0.215	17.9	LOS B	1.1	7.6	0.89	0.72	0.89	37.0
12	R2	All MCs	56	2.0	56	2.0	* 0.213	19.0	LOS B	0.9	6.6	0.92	0.72	0.92	27.4
Approach			123	2.0	123	2.0	0.215	18.4	LOS B	1.1	7.6	0.91	0.72	0.91	33.3
All Vehicles			1218	2.0	1218	2.0	0.645	9.8	LOS A	7.7	55.1	0.80	0.71	0.82	46.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Flagstonian Dr (S)												
P1	Full	20	21	12.0	LOS B	0.0	0.0	0.83	0.83	165.9	200.0	1.21
North: Flagstonian Dr (N)												
P3	Full	20	21	12.0	LOS B	0.0	0.0	0.83	0.83	165.9	200.0	1.21
West: Parklands Drive (W)												
P4	Full	50	53	12.0	LOS B	0.0	0.0	0.83	0.83	165.9	200.0	1.21
All Pedestrians		0	95	12.0	LOS B	0.0	0.0	0.83	0.83	165.9	200.0	1.21

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101v [Interim PM_Signals (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Flagstonian Drive / HATUA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 45 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: Flagstonian Dr (S)															
1	L2	All MCs	159	2.0	159	2.0	0.170	15.2	LOS B	1.9	13.5	0.56	0.71	0.56	32.9
2	T1	All MCs	512	2.0	512	2.0	* 0.814	22.5	LOS C	12.3	87.8	0.97	0.98	1.22	40.4
Approach			671	2.0	671	2.0	0.814	20.8	LOS C	12.3	87.8	0.87	0.92	1.07	36.8
North: Flagstonian Dr (N)															
8	T1	All MCs	319	2.0	319	2.0	0.461	12.4	LOS B	5.6	39.8	0.82	0.69	0.82	45.7
9	R2	All MCs	194	2.0	194	2.0	* 0.405	13.6	LOS B	2.1	14.7	0.86	0.78	0.86	40.3
Approach			513	2.0	513	2.0	0.461	12.9	LOS B	5.6	39.8	0.83	0.72	0.83	43.3
West: Parklands Drive (W)															
10	L2	All MCs	194	2.0	194	2.0	0.366	17.7	LOS B	3.5	25.2	0.84	0.76	0.84	37.1
12	R2	All MCs	159	2.0	159	2.0	* 0.558	24.0	LOS C	3.5	25.1	0.97	0.81	1.01	25.1
Approach			353	2.0	353	2.0	0.558	20.6	LOS C	3.5	25.2	0.90	0.78	0.91	32.3
All Vehicles			1536	2.0	1536	2.0	0.814	18.1	LOS B	12.3	87.8	0.87	0.82	0.95	37.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Flagstonian Dr (S)												
P1	Full	20	21	16.9	LOS B	0.0	0.0	0.87	0.87	170.8	200.0	1.17
North: Flagstonian Dr (N)												
P3	Full	20	21	16.9	LOS B	0.0	0.0	0.87	0.87	170.8	200.0	1.17
West: Parklands Drive (W)												
P4	Full	50	53	16.9	LOS B	0.1	0.1	0.87	0.87	170.8	200.0	1.17
All Pedestrians		0	95	16.9	LOS B	0.1	0.1	0.87	0.87	170.8	200.0	1.17

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

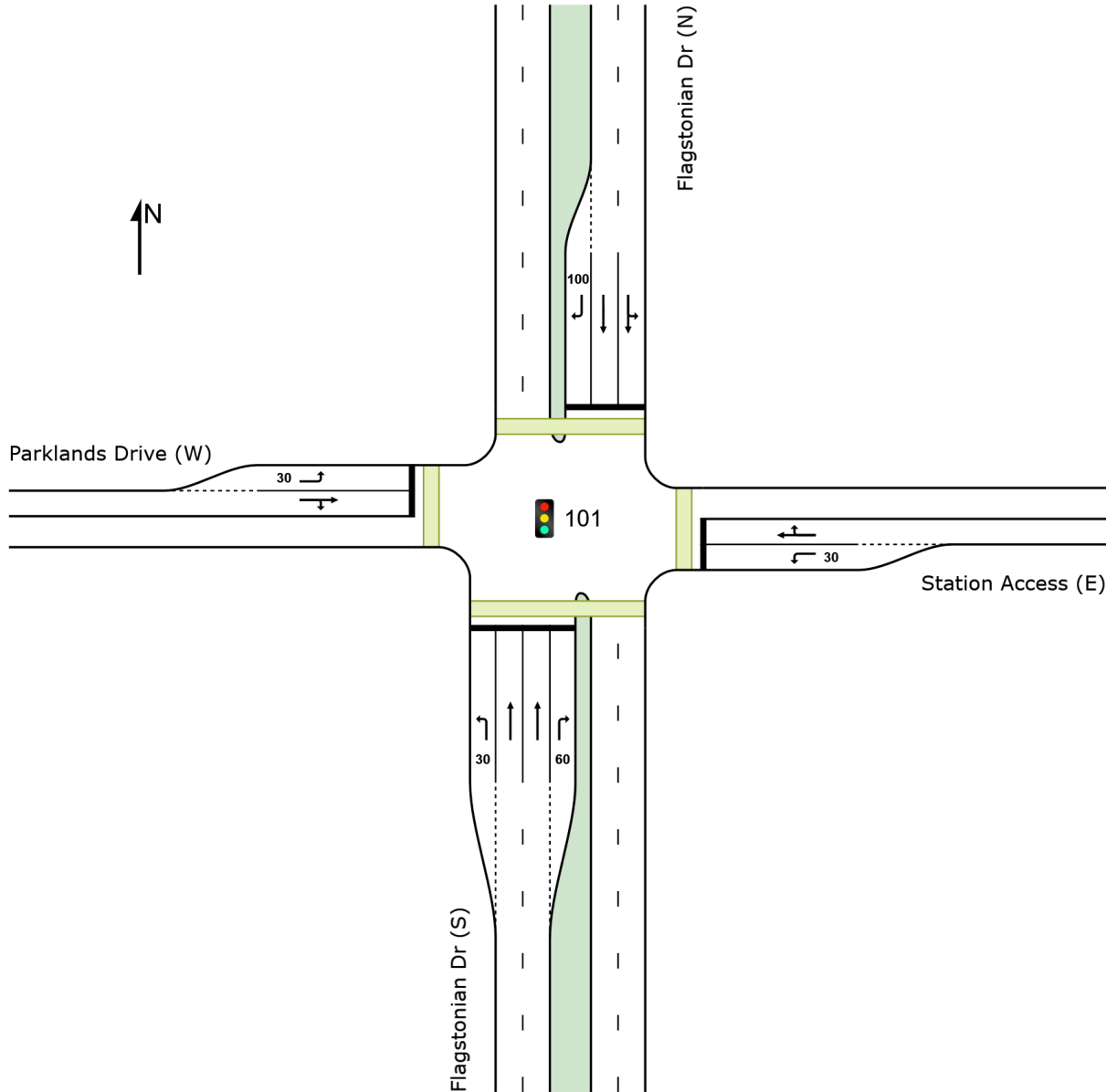
 **Site: 101 [Ultimate AM (Site Folder: General)]**

Flagstonian Drive / HATUA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_06_06 TC Stage 1 TIA SIDRA\P2300 Flagstonain Drive - HATUA.sip9

MOVEMENT SUMMARY

 Site: 101 [Ultimate AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Flagstonian Drive / HATUA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
South: Flagstonian Dr (S)															
1	L2	All MCs	306	2.1	306	2.1	0.572	55.8	LOS E	13.8	98.6	0.83	0.90	0.83	21.9
2	T1	All MCs	647	3.6	647	3.6	* 0.893	77.8	LOS E	25.6	185.0	1.00	1.07	1.26	25.0
3	R2	All MCs	74	0.0	74	0.0	0.595	83.4	LOS F	4.5	31.3	1.00	0.79	1.04	15.5
Approach			1027	2.9	1027	2.9	0.893	71.6	LOS E	25.6	185.0	0.95	1.00	1.12	19.7
East: Station Access (E)															
4	L2	All MCs	28	0.0	28	0.0	0.077	27.5	LOS C	0.9	6.1	0.84	0.69	0.84	25.9
5	T1	All MCs	17	18.8	17	18.8	* 0.156	46.2	LOS D	2.5	19.1	0.88	0.72	0.88	20.8
6	R2	All MCs	34	6.3	34	6.3	0.156	49.3	LOS D	2.5	19.1	0.88	0.72	0.88	28.1
Approach			79	6.7	79	6.7	0.156	40.8	LOS D	2.5	19.1	0.86	0.71	0.86	25.8
North: Flagstonian Dr (N)															
7	L2	All MCs	3	33.3	3	33.3	0.566	18.2	LOS B	19.2	139.2	0.83	0.73	0.83	35.7
8	T1	All MCs	848	4.0	848	4.0	0.566	30.2	LOS C	19.4	140.2	0.83	0.73	0.83	37.1
9	R2	All MCs	343	2.5	343	2.5	* 0.868	64.7	LOS E	21.9	156.2	1.00	0.96	1.20	24.1
Approach			1195	3.6	1195	3.6	0.868	40.1	LOS D	21.9	156.2	0.88	0.80	0.94	31.7
West: Parklands Drive (W)															
10	L2	All MCs	155	6.8	155	6.8	0.269	20.5	LOS C	4.1	30.1	0.78	0.73	0.78	36.4
11	T1	All MCs	21	0.0	21	0.0	* 0.330	49.1	LOS D	5.1	36.5	0.93	0.76	0.93	20.0
12	R2	All MCs	75	4.2	75	4.2	0.330	52.3	LOS D	5.1	36.5	0.93	0.76	0.93	17.5
Approach			251	5.5	251	5.5	0.330	32.4	LOS C	5.1	36.5	0.84	0.74	0.84	28.7
All Vehicles			2552	3.6	2552	3.6	0.893	52.1	LOS D	25.6	185.0	0.90	0.87	1.00	25.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped]	[Dist] m			sec	m	m/sec
South: Flagstonian Dr (S)												
P1	Full	50	53	53.3	LOS E	0.2	0.2	0.94	0.94	207.2	200.0	0.97
East: Station Access (E)												
P2	Full	50	53	53.3	LOS E	0.2	0.2	0.94	0.94	207.2	200.0	0.97

North: Flagstonian Dr (N)												
P3	Full	50	53	53.3	LOS E	0.2	0.2	0.94	0.94	207.2	200.0	0.97
West: Parklands Drive (W)												
P4	Full	50	53	53.3	LOS E	0.2	0.2	0.94	0.94	207.2	200.0	0.97
All	Pedestrians	200	211	53.3	LOS E	0.2	0.2	0.94	0.94	207.2	200.0	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101 [Ultimate PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Flagstonian Drive / HATUA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
South: Flagstonian Dr (S)															
1	L2	All MCs	172	3.7	172	3.7	0.204	46.0	LOS D	5.4	38.9	0.63	0.75	0.63	26.2
2	T1	All MCs	817	3.4	817	3.4	* 0.850	63.8	LOS E	25.4	182.8	1.00	0.98	1.16	29.4
3	R2	All MCs	67	0.0	67	0.0	0.363	71.1	LOS E	3.5	24.6	0.97	0.76	0.97	17.4
Approach			1056	3.2	1056	3.2	0.850	61.3	LOS E	25.4	182.8	0.94	0.93	1.06	23.1
East: Station Access (E)															
4	L2	All MCs	52	2.0	52	2.0	0.119	23.2	LOS C	1.3	9.0	0.82	0.71	0.82	27.9
5	T1	All MCs	21	0.0	21	0.0	* 0.124	41.4	LOS D	2.0	14.1	0.86	0.70	0.86	22.1
6	R2	All MCs	23	4.5	23	4.5	0.124	44.5	LOS D	2.0	14.1	0.86	0.70	0.86	29.9
Approach			96	2.2	96	2.2	0.124	32.3	LOS C	2.0	14.1	0.84	0.71	0.84	27.0
North: Flagstonian Dr (N)															
7	L2	All MCs	6	16.7	6	16.7	0.558	20.2	LOS C	15.2	109.1	0.88	0.76	0.88	34.5
8	T1	All MCs	680	2.9	680	2.9	0.558	33.3	LOS C	15.3	109.8	0.88	0.76	0.88	35.5
9	R2	All MCs	185	4.0	185	4.0	* 0.806	62.9	LOS E	10.6	76.9	1.00	0.91	1.20	24.5
Approach			872	3.3	872	3.3	0.806	39.5	LOS D	15.3	109.8	0.91	0.79	0.95	32.1
West: Parklands Drive (W)															
10	L2	All MCs	202	2.1	202	2.1	0.450	24.0	LOS C	5.8	41.3	0.89	0.78	0.89	35.5
11	T1	All MCs	9	0.0	9	0.0	* 0.427	44.7	LOS D	6.5	47.4	0.94	0.78	0.94	20.8
12	R2	All MCs	124	4.2	124	4.2	0.427	47.9	LOS D	6.5	47.4	0.94	0.78	0.94	18.3
Approach			336	2.8	336	2.8	0.450	33.4	LOS C	6.5	47.4	0.91	0.78	0.91	28.4
All Vehicles			2359	3.1	2359	3.1	0.850	48.1	LOS D	25.4	182.8	0.92	0.85	0.99	26.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

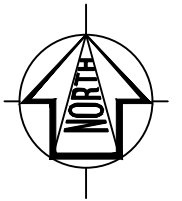
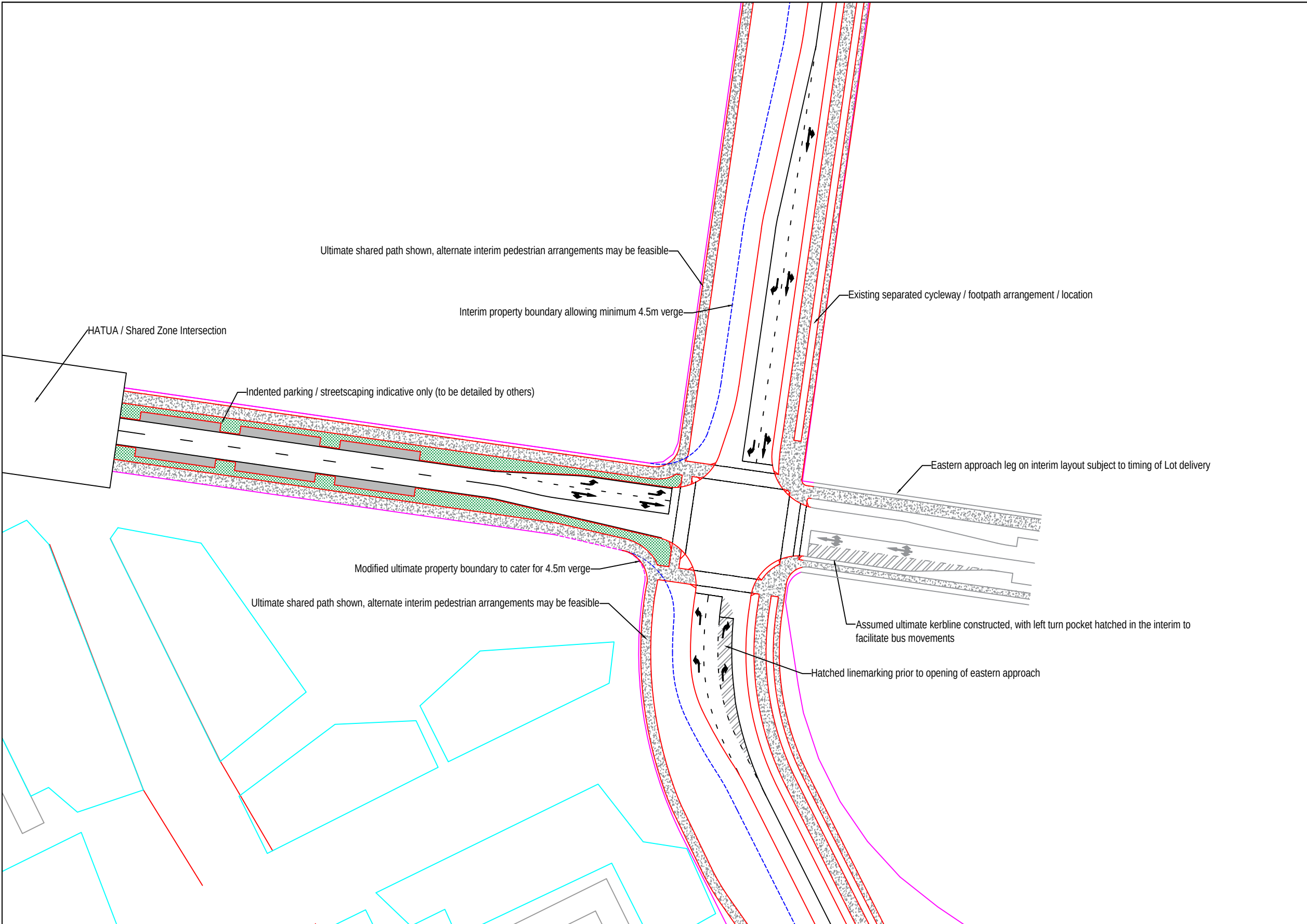
Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Flagstonian Dr (S)												
P1	Full	50	53	48.3	LOS E	0.2	0.2	0.94	0.94	202.2	200.0	0.99
East: Station Access (E)												
P2	Full	50	53	48.3	LOS E	0.2	0.2	0.94	0.94	202.2	200.0	0.99

North: Flagstonian Dr (N)												
P3	Full	50	53	48.3	LOS E	0.2	0.2	0.94	0.94	202.2	200.0	0.99
West: Parklands Drive (W)												
P4	Full	50	53	48.3	LOS E	0.2	0.2	0.94	0.94	202.2	200.0	0.99
All	Pedestrians	200	211	48.3	LOS E	0.2	0.2	0.94	0.94	202.2	200.0	0.99

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Appendix D: Flagstonian Drive / Parkland Drive Concept Designs





NOTE

Intersection turn pocket lengths to be determined at detailed design

LEGEND

- Proposed Kerb Line / Footpath Edge
- Lot Boundary
- Interim Road Reserve Boundary
- Footpath / Shared Path
- Grass / Landscaping
- Indented Parking

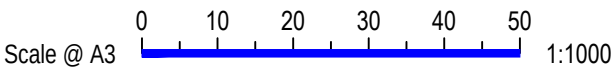
WARNING!
BEWARE OF AERIAL SERVICES
Overhead powerlines and communication cables within work area. Contact service provider for advice prior to commencement of work.

WARNING!
BEWARE OF UNDERGROUND SERVICES
The location of underground services has been compiled from engineering survey and interpolated from Dial Before You Dig as provided by the Service Authorities. No responsibility is taken for the accuracy of the interpolated information supplied. Ensure all services are accurately located prior to commencement of work.



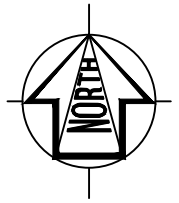
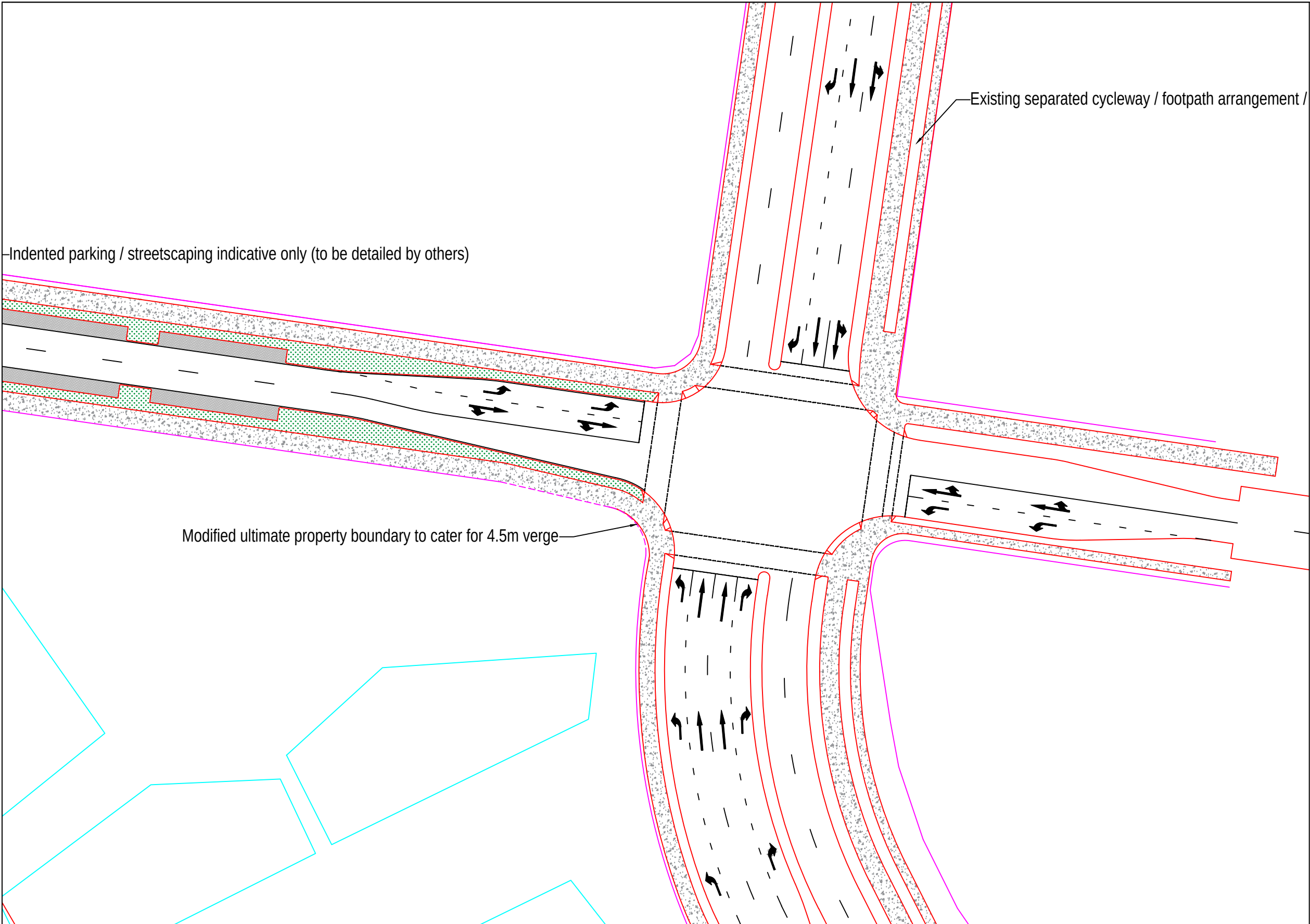
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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Flagstonian Dr / HATUA Intersection Interim Concept	A.P	09/03/21



Project	Flagstone City
Title	Flagstonian Drive / HATUA Interim Intersection Concept

Design	Drawn	Checked
A.P	A.P	L.D
CONCEPT ONLY		Date
		09.03.2021
Project Number	Sheet Number	Issue
P2300	1	001



NOTE

Intersection turn pocket lengths to be determined at detailed design

LEGEND

- Proposed Kerb Line / Footpath Edge
- Lot Boundary
- Footpath / Shared Path
- Grass / Landscaping
- Indented Parking

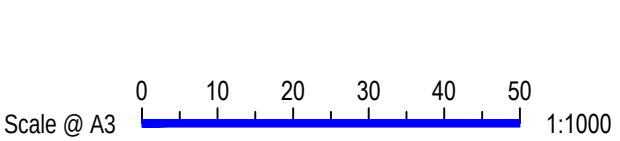
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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Flagstonian Dr / HATUA Intersection Ultimate Concept	A.P	09/03/21



Project	Flagstone City
Title	Flagstonian Drive / HATUA Ultimate Intersection Concept

Design	Drawn	Checked
A.P	A.P	L.D
CONCEPT ONLY		Date
Project Number		Issue
P2300		001
Sheet Number		09.03.2021
1		

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